

## **Appendix 4.4.5-C**

# **Cultural Resources Assessment Report (CRAR)**

**CULTURAL RESOURCES ASSESSMENT REPORT FOR THE  
ALL ABOARD FLORIDA PASSENGER RAIL PROJECT  
FROM ORLANDO TO WEST PALM BEACH**

**ORANGE, BREVARD, INDIAN RIVER, ST. LUCIE, MARTIN,  
AND PALM BEACH COUNTIES**

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**FINAL REPORT**

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## EXECUTIVE SUMMARY

The Cultural Resources Assessment Report (CRAR) of the All Aboard Florida (AAF) Passenger Rail Project (Project) from Orlando to West Palm Beach was undertaken at the request of AAF – Operations LLC by Janus Research of Tampa, Florida. The overall Project proposes implementing a privately owned, operated, and maintained intercity passenger rail service that will connect downtown Miami, Florida to downtown West Palm Beach, Florida with one stop in downtown Fort Lauderdale, Florida with continuing service to Orlando, Florida. To accommodate this, the Project proposes improvements to existing rail line within the existing Florida East Coast (FEC) Railway Corridor Main Line right of way (ROW); addition of new or modified rail within the existing FEC Railway Corridor Main Line ROW; construction of new rail line along the SR 528 transportation corridor; construction of new passenger rail stations in Miami, Fort Lauderdale, West Palm Beach, and Orlando; upgrades to numerous bridges, highway crossings, and pedestrian crossings; addition of new track signal controls at key intersections; and construction of a new vehicle maintenance facility (VMF) near the Orlando station terminus. The objective of this survey was to identify cultural resources within the area of potential effect (APE) and assess their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

The *Cultural Resources Assessment Report for All Aboard Florida from West Palm Beach to Miami* Volumes I-IV (Janus Research) was completed in 2012. This document covered the restoration of passenger rail along the FEC Railway Corridor from West Palm Beach to Miami, and also addressed the addition of three stations in Miami, Fort Lauderdale, and West Palm Beach. This document was reviewed by Federal Railroad Administration (FRA) and State Historic Preservation Officer (SHPO). In a letter dated November 6, 2012 from the SHPO to FRA, the SHPO concurred with the National Register eligibility findings in the document and also agreed with the finding that the preferred alternative would have no adverse effect on the significant properties on the condition of continued consultation with the SHPO and locally affected parties.

The project area covered as part of this documentation extends from Orlando to West Palm Beach via Cocoa Beach. As part of the current documentation the following segments are covered, Airport Rail Alignment and Vehicle Maintenance Facility (VMF), the East-West Corridor from Cocoa to Orlando, and the North-South Corridor from West Palm Beach to Cocoa Beach. An East-West Corridor of approximately 40 miles from Cocoa to Orlando, Florida, generally parallel to the existing State Road 528 (SR 528 or Beachline Expressway), which would extend the service to the Orlando International Airport (MCO), where the new VMF would be constructed. An extension of the North-South Corridor includes approximately 128.5 miles of rail improvements between West Palm Beach and Cocoa, Florida, within an existing, active freight rail ROW.

The methodology used for this study provides a greater understanding of extant significant and potentially significant cultural resources within the APE, which will assist in the overall approach to the various processes, and further guide the system alternatives analysis for this

large-scale transportation project. The study included varying methodology based on the types of improvements proposed and consisted of extensive background research, reconnaissance survey, and cultural resources assessment survey work. The methodology and APE was developed in coordination with the SHPO and FRA. The results of the study build upon the initial cultural resource information gathered for the FEC Railway corridor during Volumes I-III of the *FEC Amtrak Passenger Rail Project* (Panamerican Consultants, Inc. [PCI] and Janus Research 2010), and the Volumes I-IV of the *Cultural Resources Assessment Report for All Aboard Florida from West Palm Beach to Miami* (Janus Research 2012).

This assessment was designed and implemented to assist in complying with the *National Environmental Policy Act of 1969* (NEPA) (Public Law 91-190) and Section 106 of the *National Historic Preservation Act of 1966* (NHPA) (Public Law 89-665, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*). It was also conducted in compliance with Chapter 267, *Florida Statutes*; Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management (CRM) Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

### **Airport Rail Alignment and VMF**

The archaeological APE for the Airport Rail Alignment and VMF is included entirely within the boundaries of archaeological investigations conducted for *An Archaeological and Historical Survey of the Proposed Curtis H. Stanton Energy Center Railroad* (Randy and de la Fuente 1981), *Improvements to the Orlando International Airport* (Browning 1977), and the *CRAS of the GOAA's South Terminal Complex EA in Orange County, Florida* (Janus Research 1998). A review of these previous surveys and an updated search of the Florida Master Site File (FMSF) data identified one previously recorded archaeological site within the archaeological resources APE established for the Airport Rail Alignment and VMF. South Terminal Northeast (8OR8277) is located within the Airport Rail Alignment in Orange County and is a low-density precolumbian lithic scatter consisting of two lithic waste flakes. The SHPO previously determined this site to be ineligible for listing in the National Register in 1998.

These three aforementioned surveys also included the entirety of the historic APE for the Airport Rail Alignment and VMF. Since additional resources could have become historic since these previous surveys were conducted, an updated desktop was undertaken. The updated desktop survey resulted in the identification of no historic resources located within the APE for the Airport Rail Alignment and VMF.

### **East-West Corridor**

The archaeological APE for the East-West Corridor is contained partially within the boundaries of the APE developed for the *CRAS for the SR 528 PD&E Study from SR 520 to the Port Canaveral Terminal B Interchange, Orange and Brevard Counties* (Janus Research 2005) and the *CRAS of the Proposed Magnolia Ranch Development Site, Orange County, Florida* (Piper Archaeology 1990). An updated search of the FMSF data was conducted to identify previously recorded sites within and adjacent to the East-West Corridor. Subsurface testing was conducted within previously unsurveyed areas located within the expected preferred alternative (Alternative E and the common elements on both the eastern and western ends of the East-West Corridor). No previously recorded or newly recorded archaeological sites were identified within the archaeological APE for the East-West Corridor as a result of the current survey. Access to a portion of the East-West Corridor located within one private landowner's property was not yet coordinated during the current survey. Once access is coordinated, a supplemental addendum report will be completed to document the results of pedestrian survey and subsurface testing conducted within this portion of the East-West Corridor.

The historic resources survey for the AAF Railway East-West Corridor resulted in the identification of nine historic resources within the APE. Of the identified historic resources, six have been previously recorded (8BR1735, 8BR1736, 8OR9851, 8BD1870, 8BD2697, and 8OR9850) and three are newly recorded (8BR3066, 8BR3067, and 8BR3068). These resources consist of five historic buildings (8BR1735, 8BR1736, 8BR3066, 8BR3067, and 8BR3068), one historic resource group (8OR9851), and three historic linear resources (8BD1870, 8BD2697, and 8OR9850). All of the previously recorded historic resources with the exception of the National Register-eligible Florida East Coast Railroad (8BR1870) have already been determined ineligible for inclusion in the National Register by the SHPO. The three newly recorded historic buildings identified within the project APE are considered ineligible for listing in the National Register either individually or as part of a district. A FMSF form for each of these three historic resources is included in Appendix A. Previously completed FMSF forms for historic resources along the East West Corridor are also included in Appendix A.

### **North-South FEC Railway Corridor**

The archaeological APE for the North-South FEC Railway Corridor Main Line is included entirely within the APE established for the *FEC Amtrak Passenger Rail Project Volume I: A Cultural Resource Assessment Survey of the FEC Mainline in Brevard, Duval, Flagler, Indian River, Martin, Palm Beach, St. Johns, St. Lucie, and Volusia Counties, Florida* (PCI and Janus Research 2010). An updated search of the FMSF data was conducted to identify previously recorded sites within and adjacent to the FEC Railway Corridor Main Line ROW. Due to its ongoing use as an active freight line with frequent train traffic, subsurface archaeological testing was not feasible within the FEC ROW for reasons of safety.

Five previously recorded archaeological sites were identified within the archaeological APE for the North-South FEC Railway Corridor Main Line. One archaeological site (8IR846) was identified within the Indian River County segment of the APE; one site (8MT1287) was identified within the Martin County segment of the APE; and three previously recorded sites (8SL41, 8SL1136, and 8SL1772) were identified within the St. Lucie County segment of the APE. While none of these five previously recorded archaeological sites are National Register-listed, and none have been previously determined by the SHPO to be National Register-eligible, 8MT1287 and 8SL41 were evaluated by the initial FMSF recorder as potentially National Register-eligible. No previously recorded archaeological sites were identified within the Brevard or Palm Beach county segments of the North-South FEC Railway Corridor Main Line APE.

Approximately 2.2 miles of the North-South FEC Railway Corridor Main Line archaeological APE within Palm Beach County are located within the Coastal Zone and Loxahatchee River archaeological zones described in the *Prehistoric Resources in Palm Beach County: A Preliminary Predictive Study* (Kennedy et al. 1991).

The FEC Railway (8BR1870/8IR1497/8IR1518/8SL3014/8MT1391/8MT1450/8PB12102) has been previously determined by SHPO to be eligible for listing in the National Register as a linear historic district. Previously completed FMSF forms for the railway are included in Appendix B.

Thirteen historic railway bridges were identified within the North-South FEC Railway Corridor Main Line ROW APE (8BR3058, 8BR3059, 8BR3060, 8BR3061, 8BR3062/8IR1569, 8SL3191, 8SL3192, 8MT1623, 8MT1382, 8MT1624, 8MT1625, 8MT1626, and 8PB16041). FMSF forms were completed for each bridge, and are included in Appendix C. With the exception of 8SL3192 which is non-contributing, each identified bridge is considered a contributing resource within the National Register-eligible FEC Railway linear historic district. Four of these bridges 8BR3058, 8BR3062/8IR1569, 8MT1382, and 8PB16041 are also considered individually eligible for listing in the National Register.

The only FEC Railway owned or associated resource identified within the FEC Railway Corridor Main Line ROW was the Florida East Coast Railroad Platform Structural Remains (8IR1049). Due to lack of remaining materials, this resource is considered ineligible for inclusion in the National Register on an individual basis, and is also considered non-contributing to the FEC Railway linear historic district. An FMSF form this resource is included in Appendix C. While dates of construction were not available for all resources within the FEC Railway Corridor Main Line ROW, the resources visible within the ROW appear non-historic and ineligible for inclusion in the National Register.

A total of 60 significant historic resources were identified adjacent to the North-South FEC Railway Corridor Main Line ROW within the project limits during the Reconnaissance Survey. These include 12 in Brevard County, 12 in Indian River County, 23 in St. Lucie County, 10 in Martin County, and three in Palm Beach County.

Along the North-South FEC Railway Corridor Main Line three at-grade crossings are located adjacent to one National Register–eligible historic district in Brevard County (Union Cypress Saw Mill Historic District [8BR2173]); four at-grade crossings are located within a considered National Register–eligible historic district in St. Lucie County (Edgar Town Historic District [8SL2801]); and two at-grade crossings are located within and adjacent to a considered National Register–eligible Kelsey City Layout (8PB13340) in Palm Beach County.

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## INTRODUCTION

The CRAR of the Project from Orlando to West Palm Beach was undertaken at the request of AAF – Operations LLC by Janus Research of Tampa, Florida. The Project proposes a privately owned, operated, and maintained intercity passenger rail service that will connect downtown Miami, Florida to downtown West Palm Beach, Florida with one stop in downtown Fort Lauderdale, Florida with continuing service to Orlando, Florida. To accommodate this, the Project proposes improvements to existing rail line within the existing FEC Railway Corridor Main Line ROW; addition of new or modified rail within the existing FEC Railway Corridor Main Line ROW; construction of new rail line along the SR 528 transportation corridor; construction of new passenger rail stations in Miami, Fort Lauderdale, West Palm Beach, and Orlando; upgrades to numerous bridges, highway crossings, and pedestrian crossings; addition of new track signal controls at key intersections; and construction of a new VMF near the Orlando station terminus.

The *Cultural Resources Assessment Report for All Aboard Florida from West Palm Beach to Miami* Volumes I-IV (Janus Research) was completed in 2012. This document covered the following elements of the Project: restoration of passenger rail service along the FEC Railway Corridor from West Palm Beach to Miami, and the addition of three stations in Miami, Fort Lauderdale, and West Palm Beach. This document was reviewed by FRA and SHPO. In a letter dated November 6, 2012 from the SHPO to FRA, the SHPO concurred with the National Register eligibility findings in the document and also agreed with the finding that the preferred alternative for these elements would have no adverse effect on the significant properties on the condition of continued consultation with the SHPO and locally affected parties.

The project area covered as part of this documentation extends from Orlando to West Palm Beach via Cocoa Beach. As part of the current documentation the following elements of the Project are covered: (1) Airport Rail Alignment and VMF, the East-West Corridor from Cocoa to Orlando, and the North-South Corridor from West Palm Beach to Cocoa Beach; (2) An East-West Corridor of approximately 40 miles from Cocoa to Orlando, Florida, generally parallel to the existing State Road 528 (SR 528 or Beachline Expressway), which would extend the service to the Orlando International Airport, where the new VMF would be constructed; and (3) An extension of the North-South Corridor that includes approximately 128.5 miles of rail improvements between West Palm Beach and Cocoa, Florida, within an existing, active freight rail ROW.

The methodology used for this study provides a greater understanding of extant significant and potentially significant cultural resources within the APE, which will be used to assist in the overall approach to the various processes, and further guide the system alternatives analysis for this large-scale transportation project. The study included varying methodology based on the types of improvements proposed and consisted of extensive background research, reconnaissance survey, and cultural resources assessment survey work. This methodology was developed in coordination with the SHPO. The results of the study build upon the initial cultural resource information gathered for the FEC Amtrak Railway corridor during Volumes I, II, and III of the *FEC Amtrak Passenger Rail Project* (PCI and Janus

Research 2010). Access to the portion of the East-West Corridor located within one private landowner's property was not yet coordinated during the current survey. Once access is coordinated, a supplemental addendum report will be completed to document the results of pedestrian survey and subsurface testing conducted within this portion of the East-West Corridor.

This assessment was designed and implemented to assist in complying with the NEPA (Public Law 91-190) and Section 106 of the NHPA (Public Law 89-665, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*). It was also conducted in compliance with Chapter 267, *Florida Statutes*; Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); the minimum field methods, data analysis, and reporting standards embodied in the FDHR's *CRM Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

The objective of this survey was to identify cultural resources within the APE and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4. Identification of the significant cultural resources was accomplished through extensive background research and desktop analyses for all segments and components of the current Project. Additionally comprehensive surveys for the East-West and North-South Corridors were undertaken. The previously recorded, significant historic and archaeological resources within the APEs for the segments were identified, and newly identified significant resources were documented as well. FMSF forms for the previously recorded and newly identified cultural resources are located in Appendices A, B and C.

## **PROJECT DESCRIPTION**

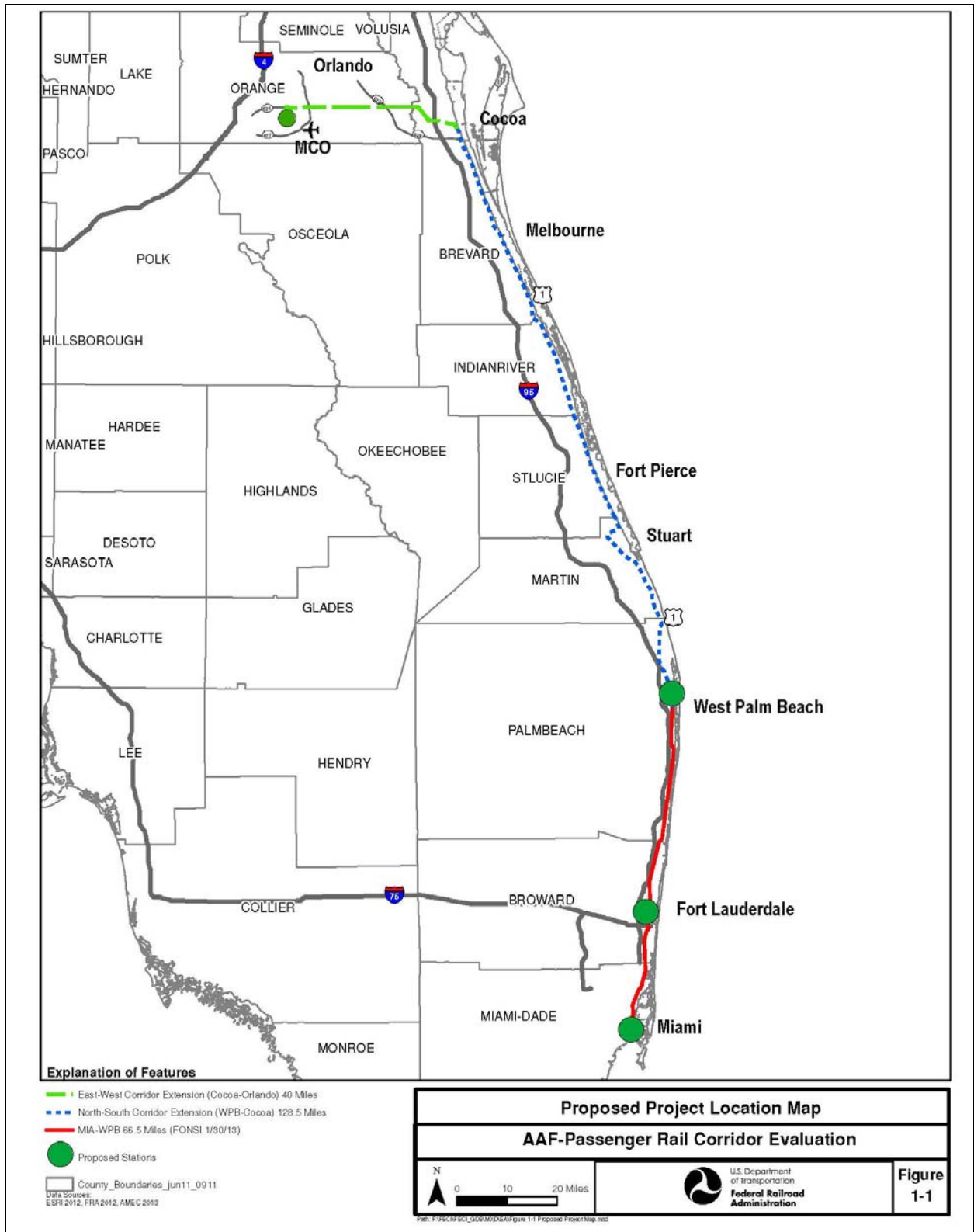
The purpose of the privately-proposed project is to provide reliable and convenient intercity passenger rail transportation connecting Orlando and Miami, Florida, by extending previously-approved passenger rail service between West Palm Beach and Miami, that offers a safe and efficient alternative to automobile travel on the I-95 corridor, adds transportation capacity within that highway corridor, and encourages connectivity with other modes of transportation, all without governmental operating subsidies.

AAF previously completed an Environmental Assessment and Section 4(f) Evaluation (AAF EA) (Federal Railroad Administration 2012) for intercity passenger rail service between Miami and West Palm Beach, Florida. FRA issued a Finding of No Significant Impact (AAF FONSI) (FRA 2013) for the AAF EA in January 2013. To the extent that actions have not changed since the AAF EA, these would not be evaluated by FRA as part of this proposed action (Proposed Action), which will consist of a 235-mile intercity passenger rail service composed of the following two connected corridors and a new VMF:

- An extension of the North-South Corridor that includes approximately 128.5 miles of rail improvements between West Palm Beach and Cocoa, Florida, within an existing, active freight rail ROW, as well as modifications to seven existing bridges along the 66.5-mile portion of that ROW that was evaluated as part of the AAF EA and AAF FONSI (North-South Corridor); and
- An east-west corridor of approximately 40 miles from Cocoa to Orlando, Florida, generally parallel to the existing SR 528 (SR 528 or Beachline Expressway), which would extend the service analyzed in the AAF EA and AAF FONSI to the MCO, where the new VMF would be constructed (East-West Corridor).

A proposed station at MCO (Orlando Station) is expected to be developed by the Greater Orlando Airport Authority (GOAA) and would serve as the Orlando terminus for the Proposed Action. Development of this Orlando Station has been studied by GOAA in two previous environmental assessments (USDOT et al. 1998, 2005).

The project area covered as part of this documentation extends from Orlando to West Palm Beach via Cocoa Beach. As part of the current documentation the following segments are covered, Airport Rail Alignment and VMF, the East-West Corridor from Cocoa to Orlando, and the North-South Corridor from West Palm Beach to Cocoa Beach. An East-West Corridor of approximately 40 miles from Cocoa to Orlando, Florida, generally parallel to the existing SR 528 (SR 528 or Beachline Expressway), which would extend the service to the MCO, where the new VMF would be constructed. An extension of the North-South Corridor that includes approximately 128.5 miles of rail improvements between West Palm Beach and Cocoa, Florida, within an existing, active freight rail ROW. The West Palm Beach to Miami portion of the project is covered in much of the overall project description; however, this segment has already been subject to survey in 2012, and has received SHPO concurrence on the survey results and a conditional no adverse effect finding as well. An overview map of the proposed Project is shown in Figure 1.



**Figure 1: AAF System proposed Project including the East-West Corridor and the North-South Corridor**

The Project is being proposed to consist of the North-South Corridor and the East-West Corridor (Figure 1) and, generally, shall include the following: rail infrastructure improvements to complete the extension from West Palm Beach to Orlando (including the extension of the Positive Train Control (PTC) system and the development of all communications, signaling, safety and security systems in that corridor), seven new bridges along the 66.5-mile route from Miami to West Palm Beach, and a VMF in Orlando.

### **Existing Circumstances**

The approximately 128.5 miles of the FEC Corridor between West Palm Beach and Cocoa is part of a larger existing 351-mile system currently operating as a freight railroad. Specifically, Florida East Coast Railway, L.L.C. (FECR), an affiliate of AAF's parent company, operates 351 miles of mainline track within the FEC Corridor, from Miami to Jacksonville, with direct rail access to South Florida's ports and a high reliability and safety record. FECR owns the fee simple title in the ROW and owns the existing railroad infrastructure within the corridor over which FECR operates this freight rail service. AAF owns the permanent, perpetual and exclusive rights, privileges and easements on, over and across all of the real property within FECR's main line ROW located in the State of Florida, for the passenger rail purposes being provided by AAF through the Project.

Originally, the entire system was built and operated as a double track railroad but, since the early 1970s, much of the double track has been removed to balance railroad service needs with capacity and operating and maintenance costs. The railroad subgrade embankments and track bed still exist in most places along the system; and the consolidated sub-base, primary drainage systems and bridge substructures remain for a complete, double-track ROW railroad system. Existing ROW widths are typically at least 100 ft. throughout the existing system. The existing system was built and is maintained to FRA Class IV track standards, permitting freight and passenger operations. Ruling grades are predominantly 0.3 percent with the horizontal alignment predominantly tangent, with typical curves 2 degrees or less. In isolated locations where curves exceed 2 degrees, operating speeds are reduced.

The lands within the approximately 40-mile East-West Corridor are controlled, operated and maintained by the GOAA, the Orlando-Orange County Expressway Authority (OOCEA) and Florida Department of Transportation (FDOT). Access to such lands is planned for the Project pursuant to leases or easements granting AAF the exclusive right to use the lands for the Project. It should be noted that the ultimate alignment of the East-West Corridor and land to be accessed through OOCEA remains subject to refinement and agreement between AAF and OOCEA because OOCEA is pursuing the potential acquisition of additional ROW from private landowners along SR 528 concurrent to the negotiations between OOCEA and AAF for access to portions of SR 528.

With regard thereto, FDOT and OOCEA advertised a Request for Proposals (RFP) on October 3, 2012 to procure a lease for the ROW located on SR 528 for the purposes of constructing and operating an intercity passenger rail service between Orlando and Miami. AAF's proposal was determined to be responsive to the RFP, and FDOT and OOCEA have

negotiated and executed lease agreements for the Project with AAF, which leases are being held in escrow pending the satisfaction of certain conditions. Similarly, AAF is currently negotiating with GOAA pursuant to a Memorandum of Understanding (MOU), dated June 20, 2012, with regard to several aspects of the Project, including terms regarding the station, the route through the airport and a possible maintenance facility. Approval will be needed from the foregoing stakeholders that own land over which alignment alternatives shall be considered.

It should also be noted that AAF will operate the proposed intercity passenger rail service in coordination with FECR's continued freight service within the corridor. The AAF capacity model runs have assumed operation of additional freight trains to accommodate the future freight growth, and these capacity improvements are aimed at keeping the freight service operating at a high level of on-time performance, in addition to providing a high degree of reliability for the AAF passenger service. Track and signal infrastructure necessary to achieve these goals are being provided as part of the Project.

Further, AAF will contract with FECR to provide dispatching functions for the entire railway, for the movement of both FECR and AAF trains. The two existing dispatch districts will be expanded to include a third dispatch district, all in order to provide for the unified control of the tracks for both freight and passenger services. The three Jacksonville-based dispatch desks will be staffed for 24-hour operation. As noted above, this consolidated control of both freight and passenger train movement, plus the added rail infrastructure, will allow freight operations to continue to grow, safely and reliably, without adverse impact from the restoration of intercity passenger rail service within the corridor – all while allowing passenger trains to operate with a high degree of reliability.

The planned usage of the FEC Corridor, taking into account AAF's plan to return intercity passenger rail service together with the projected growth of freight train operations, was analyzed and discussed in detail for the proposed rail system between West Palm Beach and Miami pursuant to the AAF EA and AAF FONSI. The analysis of the extension of that system from West Palm Beach to Orlando shall be developed as part of the EIS process initiated by FRA.

## **Alternatives**

Pursuant to the NEPA process, the No-Build Alternative and other alternatives for the Project shall be retained for further consideration, as described below.

### **No-Build Alternative**

The No-Build Alternative evaluated as part of this analysis involves no changes to the rail line within the FEC Corridor beyond those that have been currently planned and funded and no new rail line constructed parallel to SR 528. Under the No-Build Alternative, existing freight operations and maintenance infrastructure by FECR would be maintained. Specifically, the No-Build Alternative would maintain FECR's operations as a freight

provider within the FEC Corridor assuming an annual growth of approximately 5–7 percent between today and 2016 due to current FECR projects and 3 percent per year after 2016. Routine maintenance, safety improvements and as-needed track work would continue as planned. Also, the No-Build Alternative would include future planned and funded roadway, transit, air and other intermodal improvements within the study area, including the proposed stations and rail improvements from West Palm Beach to Miami, Florida, that were considered in the AAF EA and approved by the public and regulatory community with the AAF FONSI issued by FRA for that proposed action. That AAF EA describes in detail the existing use and projected future use of the rail lines by freight and passenger trains within the FEC Corridor.

In light of the foregoing, the No-Build Alternative includes future growth in freight and passenger rail service within the FEC Corridor. Furthermore, many of the rail line improvements along the FEC Corridor that are highlighted in this document as part of the Project would likely occur over time as part of the No-Build Alternative to accommodate freight growth and/or the introduction of other forms of passenger rail service.

Under the No-Build Alternative, it is assumed that land use development would continue consistent within the approved and adopted local comprehensive, master and/or visioning plans of each municipality. For the purposes of this analysis, it was also assumed that only planned and funded improvements will be completed.

Under the No-Build Alternative, AAF would not construct or operate a passenger rail system between Orlando and Miami. As such, the No Build Alternative is expected to result in increased traffic congestion and automobile dependence for long commutes because it does not provide an alternative mode of transportation to the use of personal vehicles between Orlando and Miami. The No-Build Alternative, by definition, would not respond to the stated need for the Project, nor would the traffic reduction goals and objectives of the various Federal, State, and Local transportation plans and programs be achieved. Under the No-Build Alternative, there would be no property acquisitions, no new rail line constructed parallel to SR 528, and no changes in the existing FEC Corridor from West Palm Beach to Cocoa, Florida (with the exception of routine rail maintenance and upgrades of the existing rail line for freight operations). The upgrades to the FEC Corridor contemplated as part of the Project, including the incorporation of the PTC system, would not, however, occur in the near term as part of the No Build Alternative.

Although the No-Build Alternative fails to meet the purpose and need for the Project, it was retained as per NEPA and CEQ guidance in order to evaluate potential benefits and impacts associated with the Proposed Action in comparison to taking no action.

### **Proposed Build Alternatives**

AAF proposes to connect Southeast and Central Florida with a privately owned and operated intercity passenger rail system through the proposed extension of the passenger rail service with independent utility along the 66.5 miles of the FEC Corridor connecting Miami, Fort

Lauderdale, and West Palm Beach, which was the subject of the AAF EA and AAF FONSI issued prior to the date hereof. The extension of that service to Orlando includes a north south 128.5-mile extension from West Palm Beach to Cocoa along the FEC Corridor, work on seven bridges from Miami to West Palm Beach and an east-west 40-mile extension from Cocoa to the MCO, terminating at a passenger rail station there.

The proposed Build Alternatives for this Project are divided into three categories: the North-South Corridor, East-West Corridor, and the MCO Rail Alignment and VMF. The following sections discuss the Build Alternative for the North-South Corridor; the three Build Alternatives for the East-West Corridor, including a description of common elements on both the eastern and western ends of the corridor and the following three alignment alternatives for a section of that corridor where alignment variations are being proposed in order to address applicable landowner needs: East-West Corridor with Alternative A, East-West Corridor with Alternative C and East-West Corridor with Alternative E; and the Build Alternative for the MCO Rail Alignment and VMF.

#### ***North-South Corridor Alternatives***

The Proposed Action for the North-South Corridor of the AAF Project includes one Build Alternative to be compared against the No-Build Alternative during the NEPA process. The use of the existing FEC Corridor, which is already in place, is the only feasible option for AAF based on Critical Determining Factors. Therefore, only one Build Alternative will be evaluated during the NEPA process for the North-South Corridor extension, which consists of 128.5 miles of existing and shared rail ROW along the FEC Corridor from Cocoa to West Palm Beach, Florida. The following new construction and improvements are proposed for existing rail facilities:

- Improvements to approximately 128 miles of rail line within the existing FEC Corridor;
- Improvement to the numerous bridges along the FEC Corridor including seven bridges from West Palm Beach to Miami that were not included in the EA;
- Addition of approximately 109 miles of new rail within the existing FEC Corridor;
- Upgrades to highway crossings and pedestrian crossings; and
- Signal and grade crossing upgrades.

#### ***East-West Corridor Alternatives***

The Proposed Action for the approximately 40 miles of the East-West Corridor from Cocoa to the MCO includes three Build Alternatives to be compared against the No-Build Alternative pursuant to the NEPA process. The three Build Alternatives (East-West Corridor Alternatives) include common elements on both the eastern and western ends of the East-West Corridor, as well as a 17.4-mile stretch along SR 528 from one mile west of SR 417 to one mile east of SR 520 where the alignment varies. Specifically, three alternative alignments have been developed for the 17.4-mile stretch from one mile west of SR 417 to one mile east of SR 520 in collaboration with the affected landowner to address applicable requirements, as well as the future plans for that portion of the SR 528 corridor. Pursuant to NEPA, the No-Build Alternative and the East-West Corridor Alternatives will be analyzed

for the entirety of the approximate 40 mile stretch of the East-West Corridor, with each of the East-West Corridor Alternatives consisting of the eastern and western ends and one of the following alignment alternatives for the corridor between SR 417 and SR 520: East-West Corridor with Alternative A, the East-West Corridor with Alternative C, and the East-West Corridor with Alternative E.

The following three alignment variations for the portion of SR 528 from one mile west of SR 417 to one mile east of SR 520 are identified in Figure 2 and are described in more detail below: East-West Corridor with Alternative A, the East-West Corridor with Alternative C, and the East-West Corridor with Alternative E. Each of these alternatives includes the addition of a bridge crossing over the Econlockhatchee River. The bridge alignment, span and profile will vary according to the specific alignment alternative. Specifically, crossing Econlockhatchee River will involve the construction of a railroad bridge and associated pilings that crosses the Econlockhatchee River with an approximate total bridge width of 60 feet.

As the following alternatives are reviewed and considered, it should be noted that the ultimate alignment and property to be accessed through FDOT and OOCEA remains subject to refinement and agreement between AAF and such parties. Further, it is important to note that OOCEA is pursuing the potential acquisition of additional ROW along SR 528 concurrent to the negotiations between OOCEA and AAF for the lease of portions of SR 528. This potential acquisition may affect the viability of the alignment alternatives described below. For example, if additional ROW along SR 528 is acquired by OOCEA, AAF may be required to occupy a portion of such additional ROW.

#### East-West Corridor with Alternative A

East of SR 417, East-West Corridor with Alternative A is substantially located within the SR 528 ROW (Figure 2). Under East-West Corridor with Alternative A, the new rail line will be located along the south side of SR 528 ROW. East-West Corridor with Alternative A comingles drainage with the SR 528 and requires extensive retaining walls and bridges in order to minimize its footprint and accommodate existing and future SR 528 infrastructure.

As noted above, this alternative requires approval from OOCEA, as the landowner over which the alignment is planned. To obtain such approvals, certain conditions must be satisfied. For example, determinations need to be made that the land on which East-West Corridor with Alternative A is no longer essential for OOCEA's expressway system and is therefore "surplus" land available for this Project.

#### East-West Corridor with Alternative C – Straddle Alternative

East-West Corridor with Alternative C "straddles" the SR 528 southern ROW line, with 10 feet of the proposed rail line within the SR 528 ROW and approximately 90 feet south of the SR 528 ROW (Figure 2). This alternative includes an access road for the rail. The same conditions stated in the previous section would also need to be satisfied with regard to this alternative (i.e., the need for approval by OOCEA, as the landowner, and the "surplus" land determination, etc.) in order for it to be viable.

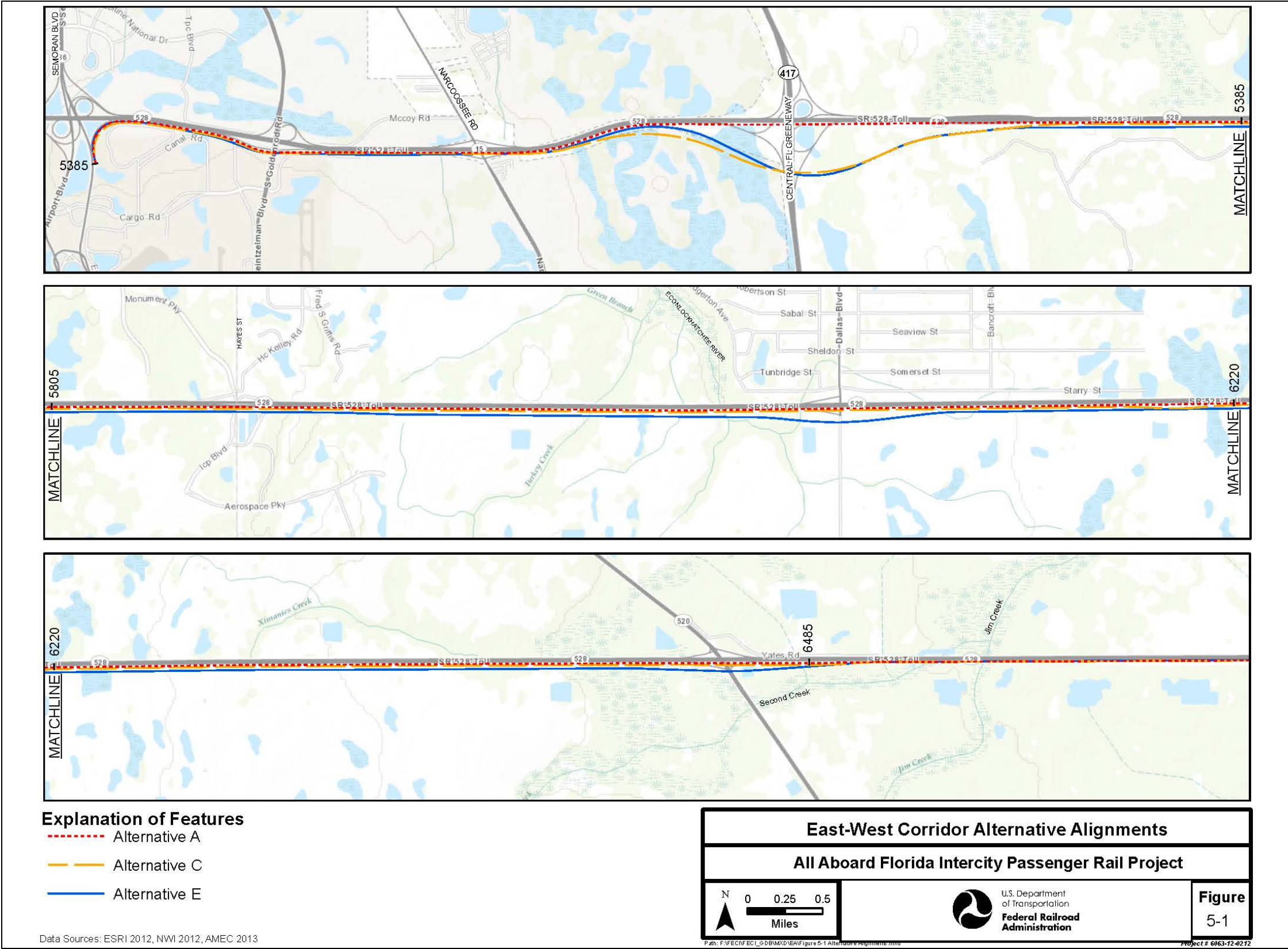


Figure 2: Map of East-West Corridor Alignment Alternatives Considered for Evaluation

#### East-West Corridor with Alternative E – South Offset 2 Alternative

East-West Corridor with Alternative A and East-West Corridor with Alternative C may be developed into East-West Corridor with Alternative E if a “surplus” land determination is not available. In such event, East-West Corridor with Alternative E would represent a rail line location alternative with an alignment separate from the SR 528 ROW for approximately 14 miles (parallel to SR 528, Figure 2).

#### ***Airport Rail Alignment and VMF Alternatives***

The extension of the passenger rail system west from SR 417 into MCO (Figure 3) includes the alignment of the passenger rail system and the VMF. Only one feasible location of these facilities was identified within MCO by GOAA that would allow for consistency with the future expansion of the airport and the construction of an MCO South Complex intermodal center to accommodate a passenger rail and minimize environmental impacts. The proposed track alignment passes through the MCO multimodal facility included in a separate EA for the South Terminal Complex in 1998 (Figure 3) that resulted in a FONSI issued by FAA and again in an EA for the MCO Intermodal Center and associated High Speed Rail and Light Rail Alignments in 2005 that also resulted in a FONSI issued by USDOT and the Federal Transit Administration (FTA) (USDOT et al. 2005).

For the foregoing reasons, the Proposed Action for the VMF and associated rail corridor includes one Build Alternative to be evaluated against the No-Build Alternative during the NEPA process. GOAA has identified a 100-acre (approximate) site adjacent to the proposed rail corridor on its property that is a suitable location to construct a VMF. The potential impacts of this Build Alternative (MCO Alignment and VMF Alternative) will be evaluated during the NEPA process.

The MCO Alignment and VMF Alternative connects the East-West Corridor to the MCO intermodal center and the VMF. The VMF is located two miles southwest of the proposed MCO Intermodal Station within GOAA property adjacent to and north of Boggy Creek Road. Figure 3 depicts the general VMF site location under consideration for the Project. Figure 4 depicts the alignment through MCO allowing access to the MCO Intermodal Station. The site size is sufficient to allow an effective layout that will meet the current AAF operational requirements. The proximity to the MCO station will provide convenient access for employees and minimize non-revenue costs of movement between the proposed VMF site and the multimodal station.

All necessary utilities are currently in place near the MCO Alignment and VMF Alternative, thereby minimizing additional utility service costs on and off site. The MCO Alignment and VMF Alternative is in close proximity to the existing wastewater treatment facility, which would allow for effective wastewater disposal. A reserve fire storage tank may be required to provide sufficient water for the needs of the fire suppression system of the proposed VMF. A 24-inch diameter sanitary sewer force main currently crosses the MCO Alignment and VMF Alternative from Boggy Creek Road to the wastewater treatment facility. Depending upon the final facility configuration, this force main may require relocation to avoid conflicts with building and site improvements.

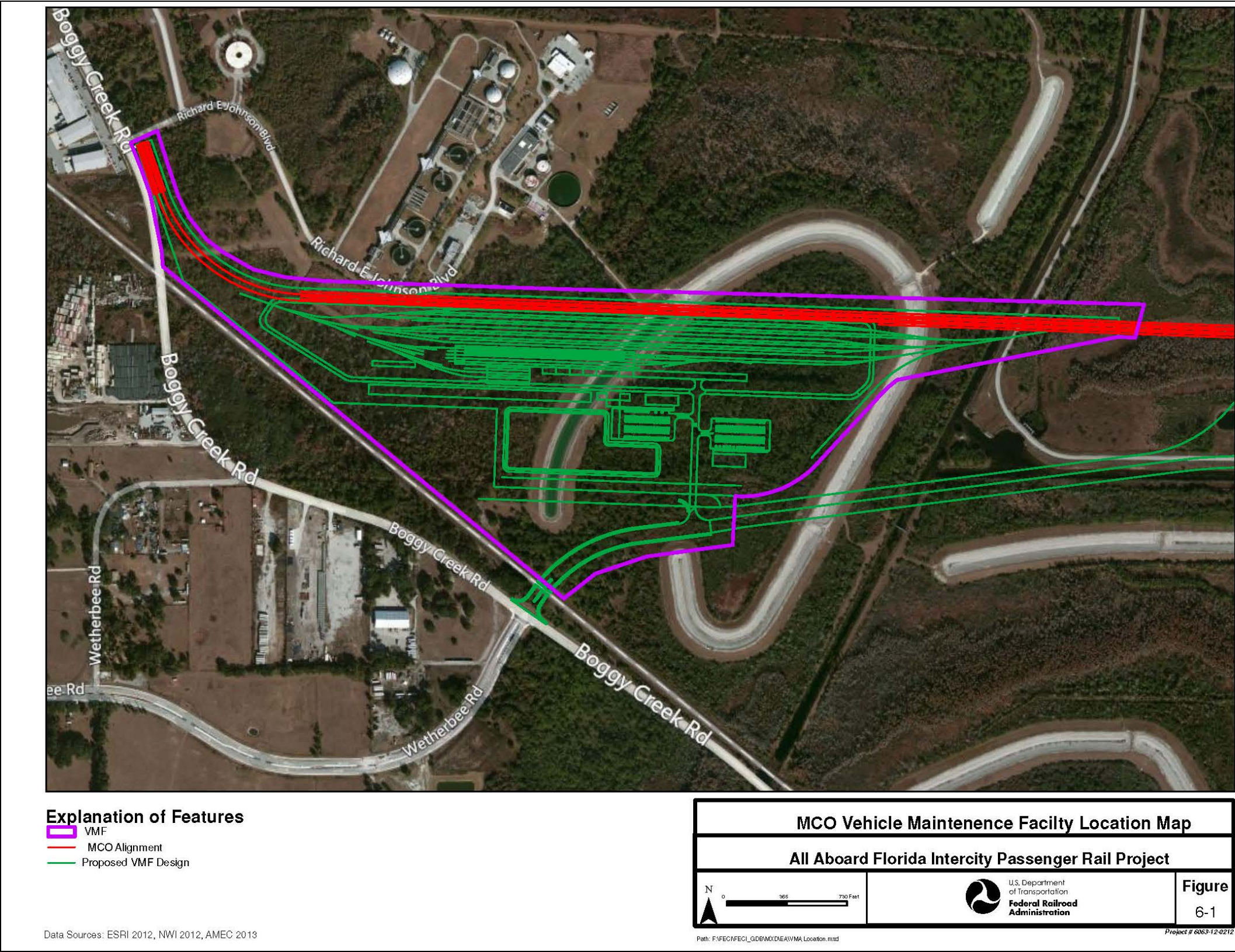
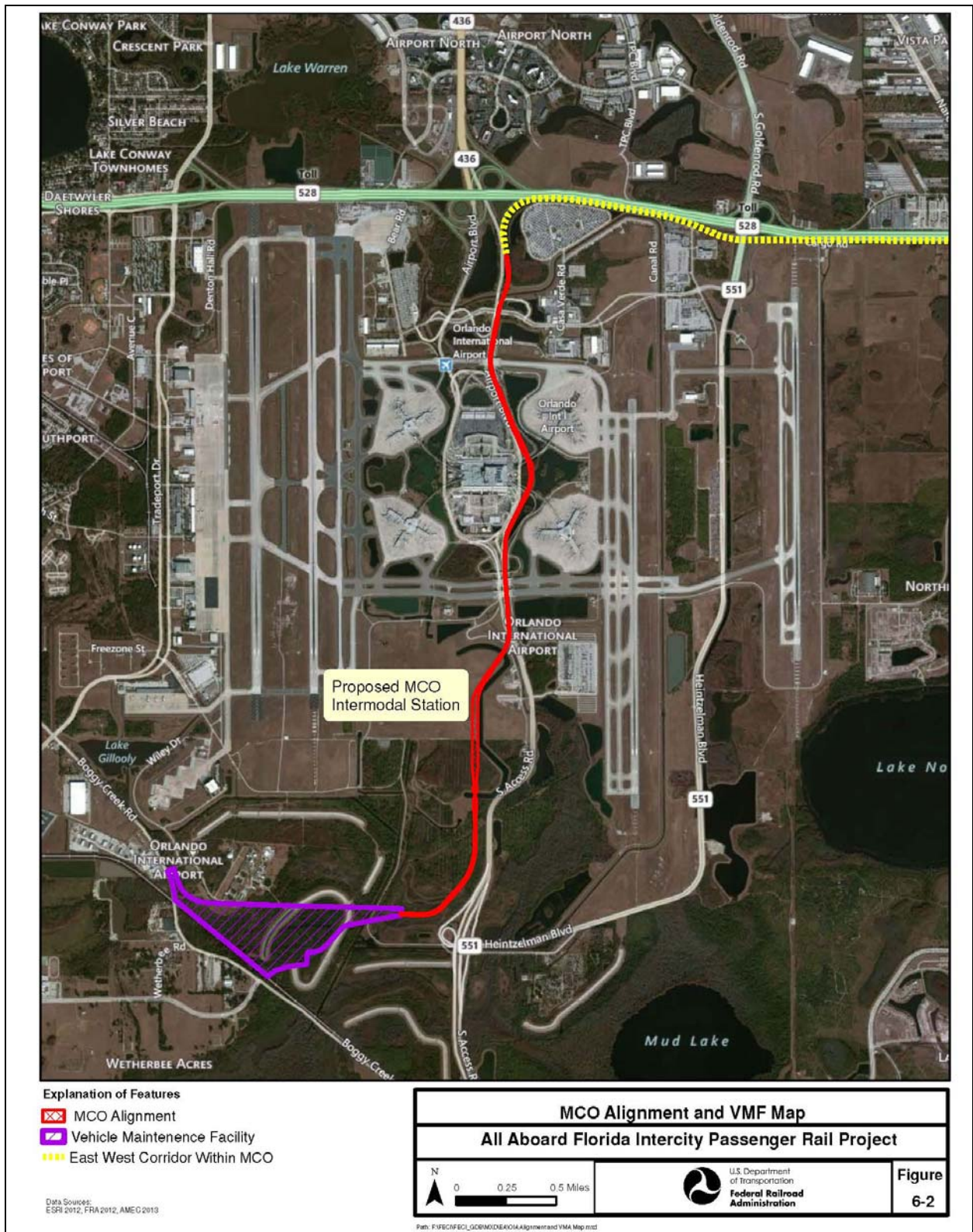


Figure 3: Proposed MCO VMF Location Plan



**Figure 4: Proposed Alignment through the Orlando International Airport**

## AREA OF POTENTIAL EFFECT

According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The APE is influenced by the scale and nature of the undertaking as well as its geographical setting. The APE must include measures to identify and evaluate both archaeological and historical resources. Normally, archaeological and other below-ground resources will be affected by ground disturbing activities and changes in ownership status. For this reason, an archaeological APE typically consists of the footprint of the proposed project improvements. Structural resources and other above ground sites, however, are often impacted by those activities as well as alterations to setting, access and appearance. As a consequence, the survey methodologies for these two broad categories of sites differ. The APE for historic resources typically includes the area of the proposed improvements as well as the area within which potential visual effects for the improvements can be observed. Noise, traffic, light, and vibration are also considered. Because of the potential for visual and other impacts, the historic resources APE varied depending on the proposed improvements.

Based on coordination with SHPO, an appropriate APE was established, which considered the improvements and activities that would be taking place on the North-South FEC Railway Corridor and the East-West Corridor and the potential effects that may result from the improvements. The APE for this project acknowledged the approved APE for the *FEC Amtrak Passenger Rail Project Volume I: A CRAS of the FEC Mainline in Brevard, Duval, Flagler, Indian River, Martin, Palm Beach, St. Johns, St. Lucie, and Volusia Counties, Florida* (PCI and Janus Research 2010) as well as the *CRAR for the AAF Passenger Rail Project from West Palm Beach to Miami* (Janus Research 2012). These previous APEs provided a basis for the development of the current APE.

### APE for the Airport Rail Alignment and VMF

For the Airport Rail Alignment and VMF, the existing cultural resources information from *An Archaeological and Historical Survey of the Proposed Curtis H. Stanton Energy Center Railroad* (Randy and de la Fuente 1981), *Improvements to the Orlando International Airport* (Browning 1977), and the *CRAS of the GOAA's South Terminal Complex EA in Orange County, Florida* (Janus Research 1998) was used. However, the alternatives were also reviewed in order to determine areas where resources may have since become historic.

The archaeological APE for the Airport Rail Alignment and VMF included the footprint of the alignment and VMF boundary. The historic resources APE included a buffer of 150 feet out from the edge of the proposed Airport Rail Alignment ROW or approximately 200 feet from the centerline, and the APE for the proposed VMF is the 47-acre footprint of the site itself. Maps showing the archaeological and historic resources APEs and identified cultural resources are included in Appendix D.

### **APE for the East-West Corridor**

For the East-West Corridor, the existing cultural resources information from the *CRAS for the SR 528 Project Development and Environment (PD&E) Study from SR 520 to the Port Canaveral Terminal B Interchange, Orange and Brevard Counties* (Janus Research 2005) and the *CRAS of the Proposed Magnolia Ranch Development Site, Orange County, Florida* (Piper Archaeology 1990) was utilized; however, the alternatives were also reviewed in order to determine the areas located outside of the previous study areas.

The archaeological APE for the East-West Corridor Main Line included the footprint or limits of disturbance for all alternatives. The historic resources APE includes the footprint of all alternatives as well as adjacent properties for a distance of up to 150 feet from the proposed ROW. In areas where the limits of disturbance were located to the south side of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary and did not extend beyond the SR 528 ROW to the north. Similarly, in areas where the limits of disturbance were located to the north of the existing SR 528 facility, the historic resources APE considered the existing SR 528 ROW as the logical boundary and did not extend beyond the SR 528 ROW to the south. Maps showing the archaeological and historic resources APEs and identified cultural resources are included in Appendix E.

### **APE for the North-South FEC Railway Corridor Main Line**

The archaeological APE for the North-South FEC Railway Corridor Main Line is limited to the existing FEC Railway ROW. For the North-South FEC Railway Corridor Main Line, the historic resources APE consists of existing FEC Railway ROW, as no additional ROW outside of the corridor is necessary as part of this project. Resources which cross the railway (i.e., historic canals, seawalls, spurs of the railway, and overpasses) were not included within the APE, as there is no potential for impacts based on both the nature of the proposed improvements and the nature of the resources.

Significant historic resources located adjacent to the FEC Railway Corridor ROW, within a minimum distance of 150 feet from the existing ROW, were also identified through background research and reconnaissance survey. This included both the parcels located adjacent to the ROW that extended more than 150 feet out from the existing ROW as well as all of the smaller parcels that are located within 150 feet of the existing ROW. Maps showing the archaeological and historic resources APE, identified cultural resources within the railway ROW, and significant historic resources identified adjacent to the railway ROW are included in Appendix F.

## METHODS

All cultural resource investigations and consultations are conducted in accordance with Section 106 of the NRHP and its implementing regulations for *Protection of Historic Properties* at 36 CFR Part 800. The investigations and consultations also comply with the field methods, data analysis, and reporting standards embodied in FDHR's *Cultural Resource Management (CRM) Standards and Operational Manual* (February 2003), and Chapter 1A-46 (Archaeological and Historical Report Standards and Guidelines), FAC. All work will also conform to professional guidelines set forth in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716, as amended and annotated).

AAF conducted initial consultation with the Florida Division of Historic Resources (FDHR), which is the State Historic Preservation Officer (SHPO), on March 28, 2013 prior to the initiation of the cultural resources survey to establish a methodology and APE. On July 8, 2013, FRA and SHPO held a conference call to discuss the cultural resource survey methodology, APE, and Section 106 process timeline.

The methodology used for this study provides a greater understanding of extant significant and potentially significant cultural resources within the APE, which will be used to assist in the overall approach to the various processes, and further guide the alternatives analysis for this large-scale transportation project. The results of the study build upon the initial cultural resource information gathered for the FEC Railway corridor during the *Cultural Resources Reconnaissance Study of the South Florida East Coast Corridor Transit Analysis* (Janus Research 2006), *Phase 2 Cultural Resources Reconnaissance Study of the South Florida East Coast Corridor Transit Analysis* (Janus Research 2009), and the *FEC Amtrak Passenger Rail Project (PCI and Janus Research 2010)*, and will contribute to the data being utilized by the various environmental disciplines.

The current methodology was developed in conjunction with the SHPO, and is similar to previous SHPO-approved methodologies that have been applied to other large-scale transit projects. This methodology provides key information such as existing significant historic and archaeological resources, and the potential for additional unrecorded significant resources. An updated archaeological and historical literature and background information search pertinent to the project APE was conducted to determine the types, chronological placement, and location patterning of cultural resources within or adjacent to the APE. This included a search of county and local site inventories, unpublished CRM reports, county property appraiser records, and other relevant historical research materials. Field surveys and reconnaissance work was conducted to identify historic resources eligible for listing in the National Register.

As different survey methodologies were used for the Airport Rail Alignment and VMF Footprint, East-West Corridor, and North-South Corridor, these methodologies are discussed in detail in their respective sections of the report. A Survey Log for the project is included in Appendix G.

## **Consultation and Certified Local Government and Local Informants Coordination**

The FRA formally initiated the Section 106 process as part of the Notice of Intent (NOI) to prepare the Draft Environmental Impact Statement (DEIS) for the Project (USDOT and FRA 2013). As part of the NOI, FRA provided information about the Project and identified that FRA is seeking participation and input of interested federal, state, and local agencies, Native American groups, and other private organizations and individuals. FRA will coordinate compliance of Section 106 with the preparation of the DEIS (Council on Environmental Quality and Advisory Council on Historic Preservation [ACHP] 2013). This Project is being coordinated with appropriate potential consulting parties pursuant to Section 106 of the NHPA and Advisory Council on Historic Preservation (ACHP) guidance.

At an initial March 28, 2013 consultation meeting between AAF and the SHPO, the SHPO determined that unlike the West Palm Beach to Miami AAF Passenger Rail Project, this Project was not crossing or near historic districts and would not be affecting railroad terminals except at the MCO. Therefore, the same level of coordination with local preservation planning representatives was not warranted. At the July 8, 2013 conference call, FRA, SHPO, and AAF discussed potential consulting parties and concurred with this determination.

Five public scoping meetings were held in May 2013 where information about the Section 106 process was available for the public and other interested parties and a cultural resources specialist was made available as well to address any questions raised. SHPO has confirmed that these public meetings would provide adequate opportunity for consultation.

Due to previous Section 106 consultation meetings in affected communities (e.g., West Palm Beach, Fort Lauderdale, and Miami), SHPO determined that no additional separate Section 106 meetings were necessary. To date, no written requests from individuals or organizations to participate as consulting parties have been received by FRA.

FRA sent a letter concerning the Project to the U.S. Fish and Wildlife Service (USFWS) because a known archaeological site is located near the Hobe Sound National Wildlife Refuge. To date, no request has been made by the USFWS to be a consulting party.

On April 23, 2013, FRA initiated consultation via e-mail and letter with five Native American Nations to determine whether traditional use areas or sacred lands will be crossed by the Project. The list of Native American tribes to be consulted was compiled in consultation with SHPO and using prior contacts with Native American tribes for FRA regulated projects in Florida. Efforts to identify other interested Native American tribes included requesting all those who received letters to notify FRA and AAF of any additional groups or individuals who might be interested in providing comment. A list of Native American tribes contacted is included in Table 1. To date, only the Seminole Tribe of Florida Tribal Historic Preservation Officer (THPO) has responded. A June 6, 2013 THPO response letter provided no scoping comments concerning the Project but requested Project updates and a copy of the DEIS when it is completed.

**Table 1. Native American Consultation Contacts**

Agency (Native American)	Contact Name	Date of Correspondence	Date of Response
Miccosukee Tribe of Florida	Steve Terry, Land Resource Manager	April 23, 2013	No Response To Date
Muscogee Creek Nation	Emman Spain, THPO	April 23, 2013	No Response To Date
Poarch Band of Creek Indians	Robert Thrower, THPO	April 23, 2013	No Response To Date
Seminole Nation of Oklahoma	Chief Leonard M. Harjo	April 23, 2013	No Response To Date
Seminole Tribe of Florida	Paul Backhouse, THPO	April 23, 2013	June 6, 2013

Coordination between FRA, SHPO and Section 106 consulting parties will continue throughout the development of the DEIS for this Project.

Five Certified Local Governments (CLG) and one local informant were also contacted by Janus Research regarding information on locally designated historic resources. Three CLGs responded to these inquiries by Janus Research. Table 2 below summarizes this coordination:

**Table 2. Certified Local Government/Local Informant Contacts Regarding Potential Locally Designated Cultural Resources located within the Project APE**

City/Town	CLG Contact/ Local Informant	Response	Contact Date	Response Date	County
City of Melbourne	Kelly Delmonico, Planner	No locally designated resources within 150 feet of the rail line. Property list of locally designated resources provided.	June 10, 2013	June 17, 2013	Brevard
Town of Lake Park	Nadia Di Tommaso, Community Development Director	Property list of locally designated resources provided.	July 9, 2013	July 10, 2013	Palm Beach
Town of Jupiter	David M. Kemp, AICP Principal Planner	Property list of locally designated resources provided.	July 9, 2013	July 10, 2013	Palm Beach
City of Ft. Pierce	Kori Benton, Historic Preservation Officer	No Response	July 9, 2013	N/A	St. Lucie
N/A	Christian Davenport, County Archaeologist	No Response	July 10, 2013	N/A	Palm Beach
N/A	Leslie Olson, Planning Manager	No Response	June 10, 2013	N/A	St. Lucie

## **AIRPORT RAIL ALIGNMENT AND VMF**

### **Project Location**

The Airport Rail Alignment and VMF are located within Orange County on the Pine Castle (1953, Photorevised [PR] 1980) U.S. Geological Survey (USGS) quadrangle map in Township 23 South, Range 30 East, Section 34 and Township 24 South, Range 30 East, Sections 3, 10, and 15–17. The locations of the Airport Rail Alignment and VMF are illustrated on the USGS quadrangle maps accompanying the Survey Log in Appendix G.

### **Precontact and Historic Overview**

A summary of the pre-contact and historic context of the project corridor, describing the important events, locations, resources, and individuals associated with the project APE was prepared and included in the *CRAS of the GOAA's South Terminal Complex EA in Orange County, Florida* (Janus Research 1998). In a letter dated August 12, 1998, the SHPO concurred with the findings of this CRAS and found the report and all sections to be complete and sufficient. This information has been excerpted and is included for reference in Appendix H.

### **Florida Master Site File Search and Literature Review**

A comprehensive search of the FMSF and literature review was performed to determine the locations of all previously recorded archaeological resources within the archaeological APE, and previously recorded National Register-listed or eligible, historic resources located within the historic resources APE<sup>1</sup>. In addition, local information provided by the major municipalities located in the APE was reviewed to determine the potential for unrecorded and locally listed resources that may be eligible for inclusion in the National Register.

### **Previously Conducted Cultural Resource Surveys**

An extensive search of pertinent literature and records of the surrounding region as well as any archaeological and historical assessments of other tracts of land within or adjacent to the Airport Rail Alignment and VMF was conducted to determine the locations of any previously recorded archaeological and historic resources. This background research identified five previously conducted cultural resource surveys that have been performed within and adjacent to the APE. These previously conducted surveys are listed in Table 3.

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<sup>1</sup> The search of the FMSF data included the most current information provided by the FMSF on a quarterly basis as well as Geographic Information Systems (GIS) data maintained by the FMSF. This information is based on the most current FMSF data, which is not a comprehensive inventory of cultural resources and their significance and may not reflect existing conditions. It is important to remember that the FMSF serves as an archive and repository of information about Florida's recorded cultural resources. It represents an inventory of resources for which available information exists and describes their condition at a particular point of time. Because the inventory of resources is not all-inclusive on a statewide basis, gaps in data may exist. It can be used as guide but should not be used to determine the FDHR/SHPO official position about the significance of a resource.

**Table 3. Previous Cultural Resource Surveys Conducted Within or Adjacent to the Airport Railway Alignment and VMF by Survey Number**

Survey No.	Survey Title	Author(s)	Pub. Date	Relevant County
363	An Archaeological and Historical Survey of the Proposed Curtis H. Stanton Energy Center Railroad	Daniel, Randy and Francisco de la Fuente	1981	Orange
469	Improvements to the Orlando International Airport	William, Browning D.	1977	Orange
5389	CRAS of the GOAA's South Terminal Complex EA in Orange County, Florida	Janus Research	1998	Orange
7401	Identification and Evaluation of Historic Properties within the One-Half Mile APE of the Four Proposed 40-Foot Orlando International Airport Telecommunications Towers, Orange County, Florida	Parker, Brian	2001	Orange
12574	CRAS Report Florida High Speed Rail Authority PD&E Study from Tampa to Orlando Hillsborough, Polk, Osceola, and Orange Counties, Florida	Archaeological Consultants, Inc. and Janus Research	2003	Orange

### **Previously Recorded Archaeological Sites**

A review of the existing cultural resources information from *An Archaeological and Historical Survey of the Proposed Curtis H. Stanton Energy Center Railroad* (Randy and de la Fuente 1981), *Improvements to the Orlando International Airport* (Browning 1977), and the *CRAS of the GOAA's South Terminal Complex EA in Orange County, Florida* (Janus Research 1998) identified one archaeological site within the Airport Rail Alignment and VMF APE.

South Terminal Northeast (8OR8277) is a low-density precolumbian artifact scatter located within the Airport Rail Alignment. This site has been previously determined by the SHPO to be ineligible for listing in the National Register. The location of this site relative to the archaeological APE is illustrated on the aerial mapping included in Appendix D.

The updated FMSF data search confirmed that no additional archaeological sites have been recorded within or adjacent to the archaeological APE for the Airport Rail Alignment and VMF since the initial surveys were conducted.

## **Previously Recorded Historic Resources**

A review of the existing cultural resources information from *An Archaeological and Historical Survey of the Proposed Curtis H. Stanton Energy Center Railroad* (Randy and de la Fuente 1981), *Improvements to the Orlando International Airport* (Browning 1977), and the *CRAS of the GOAA's South Terminal Complex EA in Orange County, Florida* (Janus Research 1998) identified no previously recorded historic resources within the Airport Rail Alignment and VMF APE. In addition, the FMSF search confirmed that no historic resources have been newly recorded within the Airport Rail Alignment and VMF APE since these previous surveys were conducted.

A review of the Orange County Property Appraiser data identified one parcel, One Jeff Fuqua Boulevard, within the APE that has an Actual Year Built (AYRB) date indicative of containing historic resources (1965 and earlier). According to the property appraiser data, this parcel is over 10,000 acres in size and contains approximately 40 buildings. A detailed review of the property appraiser parcel data identified that all but one of the buildings on the parcel were constructed between 1982 and 2007. The one remaining building has an AYRB date of 1960 and is located approximately 0.6 miles outside of the Airport Rail Alignment and VMF APE to the west.

## **Background Research and Field Methods**

The desktop analysis for the Airport Rail Alignment and VMF revisits the results of several previous surveys as these surveys contained the current APE, including *An Archaeological and Historical Survey of the Proposed Curtis H. Stanton Energy Center Railroad* (Randy and de la Fuente 1981), *Improvements to the Orlando International Airport* (Browning 1977), and the *CRAS of the GOAA's South Terminal Complex EA in Orange County, Florida* (Janus Research 1998).

## **Archaeological Resources**

Archaeological analysis included a desktop analysis which consisted of an archaeological literature and background information search to identify the types, cultural affiliation and location of known archaeological sites within the respective study areas. This includes a search of the FMSF, county and local site inventories, unpublished CRM reports, and other relevant historical research materials.

This desktop analysis reviewed the locations of archaeological sites to determine whether or not archaeological resources identified during the previous surveys are located within or adjacent to the current APE. An updated search of FMSF data was also conducted to identify any archaeological resources that have been recorded or determined locally significant since the previous surveys were completed. The locations of the known archaeological site within the archaeological APE was marked on aerial maps and included in Appendix D.

## **Historic Resources**

Although the Airport Rail Alignment and VMF APE for historic resources was also previously surveyed during the surveys noted above, it is possible that additional resources could have become historic since these previous surveys were undertaken. Therefore, an updated desktop analysis was carried out in order to ensure that no additional historic resources were located within the current project APE.

This updated desktop analysis included a search of the FMSF and unpublished CRM reports in order to identify any historic resources located within the APE established for the Airport Rail Alignment and VMF. The records of the Orange County Property Appraiser were also reviewed, to determine the approximate dates of construction of buildings that have not been previously documented in the FMSF throughout the APE.

## **Results**

### **Archaeological Resources**

The archaeological APE for the Airport Rail Alignment and VMF is included entirely within the boundaries of archaeological investigations conducted for *An Archaeological and Historical Survey of the Proposed Curtis H. Stanton Energy Center Railroad* (Randy and de la Fuente 1981), *Improvements to the Orlando International Airport* (Browning 1977), and the *CRAS of the GOAA's South Terminal Complex EA in Orange County, Florida* (Janus Research 1998).

A review of these previous surveys and an updated search of the FMSF data identified one previously recorded archaeological site within the archaeological resources APE established for the Airport Rail Alignment and VMF. South Terminal Northeast (8OR8277) is located in Orange County within the Airport Rail Alignment and is a low-density precolumbian lithic scatter consisting of two lithic waste flakes. The SHPO previously determined this site to be ineligible for listing in the National Register in 1998.

### **Historic Resources**

The survey resulted in the identification of no historic resources located within the APE for the Airport Rail Alignment and VMF. A review of the Orange County property appraiser records showed that only one parcel, the Orlando International Airport, contained any historic structures. Furthermore, the records show that only one structure on this parcel is historic. This structure is a 900 square foot circa 1960 building. A review of the historic aerial photography of the airport parcel shows that the historic building is located roughly 0.6 miles from the Airport Rail Alignment and VMF. No additional historic resources were identified within the APE for the Airport Rail Alignment and VMF.

## EAST-WEST CORRIDOR FROM ORLANDO TO COCOA

### Project Location

The East-West Corridor between Orlando and Cocoa is located within portions of Orange and Brevard counties on the Courtenay (1976), Lake Poinsett NW (1953, PR 1970), Narcoossee NE (1953, PR 1980), Narcoossee NW (1953, PR 1970), Pine Castle (1953, PR 1980), and Sharpes (1949, PR 1980) USGS quadrangle maps in the following Townships, Ranges, and Sections:

- Township 23 South, Range 30 East, Sections 34–36;
- Township 23 South, Range 31 East, Sections 31–36;
- Township 23 South, Range 32 East, Sections 31–36;
- Township 23 South, Range 33 East, Sections 31–36;
- Township 23 South, Range 34 East, Sections 25–30 and 36;
- Township 23 South, Range 35 East, Sections 30 and 31;
- Township 24 South, Range 35 East, Sections 5, 6, and 8–13; and
- Township 24 South, Range 36 East, Sections 17 and 18.

The location of the East-West Corridor is illustrated on the USGS quadrangle maps accompanying the Survey Log in Appendix G.

### Precontact and Historic Overview

A summary of the pre-contact and historic context of the project corridor, describing the important events, locations, resources, and individuals associated with the project APE was prepared and included in the *CRAS for the SR 528 PD&E Study from SR 520 to the Port Canaveral Terminal B Interchange, Orange and Brevard Counties* (Janus Research 2005) and the *CRAS of the Proposed Magnolia Ranch Development Site, Orange County, Florida* (Piper Archaeology 1990). In letters respectively dated April 15, 2005 and April 19, 1990, the SHPO concurred with the findings of both CRAS reports and found these reports and all sections to be complete and sufficient. This information has been excerpted from the 2005 and 1990 reports and is included for reference in Appendix H.

### Florida Master Site File Search and Literature Review

A comprehensive search of the FMSF and literature review was performed to determine the locations of all previously recorded archaeological resources and historic resources within the APE<sup>2</sup>. In addition, the 1990 and 2005 CRAS reports and local information provided by

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<sup>2</sup> The search of the FMSF data included the most current information provided by the FMSF on a quarterly basis as well as GIS data maintained by the FMSF. This information is based on the most current FMSF data, which is not a comprehensive inventory of cultural resources and their significance and may not reflect existing conditions. It is important to remember that the FMSF serves as an archive and repository of information about Florida's recorded cultural resources. It represents an inventory of resources for which available information exists and describes their condition at a particular point of time. Because the inventory of resources is not all-inclusive on a statewide basis, gaps in data may exist. It can be used as guide but should not be used to determine the FDHR/SHPO official position about the significance of a resource.

the major municipalities located in the APE were reviewed to determine the potential for unrecorded and locally listed resources that may be eligible for inclusion in the National Register.

### **Previously Conducted Cultural Resource Surveys**

An extensive search of pertinent literature and records of the surrounding region as well as any archaeological and historical assessments of other tracts of land within or adjacent to the East-West Corridor was conducted to determine the locations of any previously recorded archaeological and historic resources. This background research identified 25 previously conducted cultural resource surveys that have been performed within or adjacent to the East-West Corridor. A detailed list of these previously conducted surveys is provided by FMSF Survey No. in Appendix I.

### **Previously Recorded Archaeological Sites**

A review of the existing cultural resources information from the *CRAS for the SR 528 PD&E Study from SR 520 to the Port Canaveral Terminal B Interchange, Orange and Brevard Counties* (Janus Research 2005) and the *CRAS of the Proposed Magnolia Ranch Development Site, Orange County, Florida* (Piper Archaeology 1990) identified no archaeological sites within or adjacent to the East-West Corridor. An FMSF data search confirmed that no archaeological sites have been recorded within the unsurveyed portions of the archaeological APE for the East-West Corridor and that no new sites have been recorded within or adjacent to the previously surveyed portions of the APE since the initial surveys were conducted.

### **Previously Recorded Historic Resources**

An FMSF background search was conducted within the East-West Corridor APE to identify any previously documented historic resources. Two previously recorded historic buildings (8BR1735 and 8BR1736), one historic resource group (8OR9851), and three historic linear resources (8BD1870, 8BD2697, and 8OR9850) were identified within the APE in Brevard and Orange Counties. 8BR1735, 8BR1736, 8BD1870, and 8BD2697 are located near the eastern end of the East-West Corridor APE in Brevard County, whereas OR9850 and 8OR9851 are located near the western end in Orange County. Of these six previously recorded historic resources, only the FEC Railway (8BR1870) is eligible for listing in the National Register. The five remaining resources have been determined ineligible for the National Register by the SHPO. Table 4 below lists each of the previously recorded historic resources identified during the background search.

**Table 4. Previously Recorded Historic Resources Identified within the Historic Resources APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>SHPO Evaluation of National Register Significance</b>
8BR1735	Altered Image Tattoo / 2417 N. Cocoa Boulevard	c. 1949	Frame Vernacular	Determined Ineligible by the SHPO
8BR1736	Jumping Flea Market / 2507 N. Cocoa Boulevard	c. 1940	Masonry Vernacular	Determined Ineligible by the SHPO
8BR1870	Florida East Coast Railway	c. 1886	Railroad	Determined National Register–Eligible by the SHPO
8BR2697	US Highway 1 / Cocoa Boulevard	c. 1927	Roadway	Determined Ineligible by the SHPO
8OR9850	Bull Slough Drainage Ditches	c. 1947	Drainage Ditches	Determined Ineligible by the SHPO
8OR9851	Gee Bee Resource Group	1940s	Mixed District	Determined Ineligible by the SHPO

### **Background Research and Field Methods**

The desktop analysis for the East-West Corridor relies heavily on the results of several previous surveys, including the *CRAS of the Proposed Magnolia Ranch Development Site* (Piper Archaeology 1990) and the *CRAS for the SR 528 PD&E Study, from SR 520 to the Port Canaveral Terminal B Interchange* (Janus Research 2005). These previous projects are important for the current project because the previous surveys included much of the current APE, and the results and conclusions of both of these previous projects were approved and accepted by the SHPO.

### **Archaeological Resources**

Archaeological analysis conducted consisted of an archaeological literature and background information search to identify the types, cultural affiliation and location of known archaeological sites within the APE. This included a search of the FMSF, county and local site inventories, unpublished CRM reports, and other relevant historical research materials. Based on the previous research, areas of moderate and high archaeological probability were created for those portions of the East-West Corridor Main Line APE that fell outside of the boundaries of the Piper Archaeology (1990) and Janus Research (2005) surveys.

Archaeological fieldwork including pedestrian survey and subsurface shovel testing was conducted within the previously unsurveyed areas located within the expected preferred alternative (Alternative E and the common elements on both the eastern and western ends of the East-West Corridor). Excavated shovel tests were round and approximately 50 centimeters (20 inches) in diameter. Shovel tests were dug to a minimum depth of 1 meter

(39 inches), unless excavation was inhibited by pit slumping due to the influx of water or by subsurface obstructions such as solid road fill, limestone bedrock, or buried utilities. All excavated soil was screened through 6.4-millimeter (1/4-inch) hardware cloth suspended from portable wooden frames. Standard archaeological methods for recording field data was followed throughout the project. The identification number, location, stratigraphic profile, soil descriptions, and environmental setting were recorded for every shovel test excavated. The locations of all shovel tests were recorded on field aerial maps (Appendix E). Zones of moderate potential for site probability were tested with shovel tests spaced at 50-meter intervals, while zones of high site potential were tested with shovel tests spaced at 25-meter intervals.

## **Historic Resources**

Historic resources fieldwork to identify resources within the East-West Corridor APE was conducted in July of 2013. An architectural historian and one technical assistant conducted a historic resources survey in order to ensure that historic resources built during or before 1965 within and adjacent to the ROW were identified, properly mapped, and photographed.

The historic resources survey used standard field methods to identify and record historic resources. Resources with features indicative of 1965 or earlier construction materials, building methods, or architectural styles were noted on aerial photographs. For each resource newly identified during the preliminary assessment, FMSF forms were filled out with field data, including notes from site observations and research findings. Updated FMSF forms for previously recorded historic resources were only to be completed if the resource showed notable alterations since its previous recordation. The estimated dates of construction, distinctive features, and architectural style or engineering design were noted. Photographs were taken with a high resolution digital camera. A log was kept to record the resource's physical location and compass direction of each photograph.

All historic resources identified within the East-West Corridor APE were marked on aerial maps and included in Appendix E. Each resource's individual significance was then evaluated for its potential eligibility for listing in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation. Concentrations of historic resources within the study area were also noted in terms of whether they exhibited potential for inclusion within current or potential historic districts.

## **Project Research Design and Site Location Model**

The objective of a research design is to provide a project-specific guide for the location, identification, and evaluation of cultural resources. Since archaeological field testing for the current project will be limited to the East-West Corridor, this project research design focuses on this segment of the project.

Cultural resource assessment surveys in the East and Central cultural region have demonstrated that certain environmental locales were preferred for precolumbian and early historic groups. Predictive models enable the research to stratify project areas into zones of site potential based upon the co-occurrence of relevant environmental variables. The relative importance of each of these variables depends upon the composite environmental setting.

### **Precontact Archaeological Site Location Model**

Four environmental factors are typically employed in predicting site locations: soil type (soil drainage), distance to fresh (potable) water, distance to hardwood hammocks, and topography. Soil type and relative elevation deal with the water drainage pattern found in a particular area. Soils with an organic pan, with underlying clays or marl, and with slow to moderate internal drainage tend to retain water. Areas with a low elevation relative to the perched water system also tend to be inundated. Although wet areas can contain abundant wildlife and plant resources, they make relatively poor habitation areas when better-drained locations are available.

Detailed soil types within the East-West Corridor range from very poorly drained to excessively well drained. The drainage characteristics and environmental associations of detailed soil types within the East-West Corridor are listed in Table 5.

**Table 5. Drainage Characteristics and Environmental Associations of Detailed Soil Types within the East-West Corridor**

<b>Natural Drainage Characteristics</b>	<b>Soil Type</b>	<b>Environmental Association</b>
Excessively Well Drained	Candler Fine Sand, 0 to 5 percent slopes	This nearly level to gently sloping soil is found on uplands. The natural vegetation is scattered slash pine, sand pine, longleaf pine, bluejack oak, chapman oak, scrub live oak and turkey oak. The understory includes Indiangrass, chalky bluestem, hairy panicum, pineland threeawn and annual forbs
	Paola Fine Sand, 5 to 12 percent Slopes	This sloped soil is found on the sides of high ridges. The natural vegetation includes sand pine and an understory of scattered saw palmetto, rosemary and cactus.
	St. Lucie Fine Sand, 0 to 5 percent slopes	This nearly level to slightly sloped soil is located on high dune dunelike ridges and isolated knolls. The natural vegetation includes sand pine and an understory of scattered saw palmetto, rosemary and cactus.

<b>Natural Drainage Characteristics</b>	<b>Soil Type</b>	<b>Environmental Association</b>
Moderately Well Drained	Pomello Fine Sand, 0 to 5 percent slopes.	This nearly level to gently sloping soil is located on low ridges and knolls on the flatwoods. The natural vegetation is longleaf, sand and slash pine. The understory includes creeping bluestem, lopsided indiagrass, running oak, saw palmetto and pineland threeawn.
	Pomello Sand	This nearly level soil is located on broad low ridges and low knolls. The natural vegetation includes a few, scattered, second growth longleaf pine and a undergrowth of scrubby live oak, saw palmetto and native grasses.
	Tavares Fine Sand, 0 to 5 percent slopes.	This nearly level to gently sloping soil is located on low ridges and knolls on the uplands. The natural vegetation is water oak, laurel oak, live oak, turkey oak, slash and longleaf pine. The understory includes creeping bluestem, lopsided indiagrass and pineland threeawn.
Poorly Drained	Basinger Sand	This is a nearly level soil found in sloughs in poorly defined drainageways and depressions in the flatwoods. Most of the acreage is in natural vegetation of pine land threeawn and thinly scattered pine.
	EauGallie Sand	This is a nearly level soil on broad low ridges in flatwoods. The natural vegetation is open forest of second-growth slash pine and an understory of saw-palmetto, runner oak, native grass, some gallberry and scattered cabbage palm.
	Felda Fine Sand	This nearly level soil is found in low, broad, poorly defined drainageways on the flatwoods. The natural vegetation is cabbage palm, scattered slash pine, waxmyrtle, and laurel oak. The understory includes saw palmetto, pineland three-awn, bluestem, sand cordgrass, blue maidencane, low panicum and various weeds and grasses.
	Felda Fine Sand, Occasionally flooded	This nearly level soil is found on the flood plain of the Wekiva River and its major tributaries. The natural vegetation is laurel oak, red maple, cabbage palm, slash pine, and sweetgum. The understory includes scattered saw palmetto, pineland three-awn, maidencane and waxmyrtle.

Natural Drainage Characteristics	Soil Type	Environmental Association
Poorly Drained	Felda Fine Sand, Frequently flooded	This nearly level soil is found on the flood plain the Econlokhatchee River and of other minor streams. The natural vegetation is red maple, scattered cabbage palm, slash pine, and sweetgum. The understory includes scattered saw palmetto, pine three-awn, blue maidencane and waxmyrtle.
	Holopaw Sand	This nearly level soil is in broad flat areas on river flood plains and in small depressions and poorly defined drainage ways. The natural vegetation in large part consists of sand cordgrass and scattered cabbage palm.
	Immokalee Sand	This nearly level soil is on broad areas of flatwoods , on low ridges between sloughs and in low, narrow areas between sand ridges and lakes and ponds. The natural vegetation is saw palmetto, gallberry, longleaf and slash pine and wiregrass.
	Immokalee Fine Sand	This nearly level soil is found on broad flatwoods. The natural vegetation is slash pine. The understory is saw palmetto, running oak, inkberry, fetterbush, creeping bluestem and waxmyrtle.
	Malabar Fine	This nearly level soil is found in low, narrow to broad sloughs and poorly defined drainageways. The natural vegetation is slash pine, longleaf pine, cabbage palm, and laurel oak. The understory includes scattered saw palmetto, waxmyrtle, inkberry, pineland threeawn, panicum, maidencane and other various sedges and grasses.
	Myakka Sand	This nearly level soil is found in shallow depressions in the flatwoods. The natural vegetation includes maidencane or St. Johnswort. Clumps of water tolerant trees are in some places. Water lilies and flags are in places where standing water is deepest.
	Myakka Sand, Poned	This nearly level soil is found in broad areas of flatwoods. The natural vegetation is longleaf and slash pine. The understory includes inkberry, running oak, saw palmetto, waxmyrtle, fetterbush, pineland threeawn, bluestem, panicum and other grasses.
	Ona Fine Sand	This nearly level soil is found on broad palm hammocks and in low sloughs. The natural vegetation is thick stands of cabbage palm and pine and a few scattered live oaks.

<b>Natural Drainage Characteristics</b>	<b>Soil Type</b>	<b>Environmental Association</b>
Poorly Drained	Pineda Sand, Dark surface Variant	This nearly level soil is found on flood plains. The natural vegetation is cabbage palm, water oak, slash pine and laurel oak. The understory includes waxmyrtle, blue maidencane, chalky bluestem, bluejoint panicum, scattered saw palmetto, sedges and various weeds and grasses.
	Pineda Fine Sand, Frequent Flooded	This nearly level soil is found in areas that boarder sloughs and shallow depressions. The natural vegetation is cabbage palm, longleaf and slash pine. The understory includes scattered saw palmetto, lopsided indiagrass, chalky bluestem, broom sedges bluestem, creeping bluestem, inkberry, hairy panicum, pineland threeawn and waxmyrtle.
	Pinellas Fine sand	The nearly level soil is found on broad flatwoods. The natural vegetation is long leaf and slash pine. The understory includes lopsided indiagrass, inkberry, saw palmetto, pineland threeawn, waxmyrtle, bluestem, panicum and other grasses.
	Smyrna Fine Sand	This nearly level soil is formed in marine sediment on low lying plains on the flatwoods.
	St. Johns Fine Sand	This nearly level soil is found on broad low ridges in the flatwoods. The natural vegetation consists of second growth of pond pine and slash pine with a dense understory of saw palmetto and native grasses.
	St. Johns Sand	This nearly level soil is found in grassy sloughs, low palm hammocks and broad low areas. In the sloughs the natural vegetation is marsh grasses. The hammocks are wooded with cabbage palm, and scattered live oak and pine. The broad low areas have have saw palmetto, St. Johnswort, wax myrtle, native grasses and widely spread pine and cypress trees.
	Vakaria Sand	Nearly level soil found in flatwoods. Native vegetation is longleaf pine, slash pine, and cabbage palms. The understory consists of saw palmetto, running oak, inkberry, and fetterbush.
	Wabasso sand	This nearly level soil is formed in marine sediments.
	Wauberg Fine Sand	Nearly level soil is found on flood plains of rivers and creeks. Natural vegetation is cabbage palm, wetland hardwoods, and an understory of saw palmetto.

<b>Natural Drainage Characteristics</b>	<b>Soil Type</b>	<b>Environmental Association</b>
Poorly Drained	Fluvaquents	This nearly level soil is formed in marine sediments.
	Wauberg Fine Sand	This nearly level soil is located in marshy depressions in the flatwoods, in broad areas on flood plains and in poorly defined drainageways. The natural vegetation is commonly grass though a few areas are covered with thick stands of hardwoods.
Very Poorly Drained	Anclote Sand	This nearly level soil is found in shallow deressions and sloughs and along the edges of freshwater marshes and swamps. The natural vegetation is mixed stands of pondcypress, sweetgum and scattered pond pine. The understory includes chalky bluestem, blue maidencane, sedges and other water tolerant grasses.
	Basinger Fine Sand, Depressional	These nearly level soils are found on the flood plains of the St. Johns River and its major tributaries. The natural vegetation is baldcypress, scattered cabbage palm, laurel oak, water oak, blackgum, coastal plain willow, red maple and sweetgum. The understory includes buttonbush, maidencane, sawgrass, smartweed, sedges and other water tolerant grasses.
	Floridana and Chobee soils, Frequently Flooded	This nearly level sand is found in broad areas of flood plains and in small to large marshy depressions. The natural vegetation is typically sand cordgrass with a few areas covered by cypress or hardwoods.
	Floridana Sand	These soils are nearly level and found in freshwater swamps, depressions, sloughs and broad, poorly defined drainageways. The natural vegetation is mixed stands of pondcypress, red maple, sweetgum, cabbage palm, scattered palm pine and black tupelo.
	Samsula-Hontoon-Basinger association, depressional	This nearly level soil is found in freshwater swamps and marshes, depressions and in poorly defined drainageways.
	Sanibel Muck	These soils are located in sloughs, poorly defined drainageways and shallow intermittent ponds in the flatwoods. The natural vegetation is typically marsh grasses, sedges and St. Johnswort. Some areas are wooded with water tolerant hoardwoods and pond pine.

<b>Natural Drainage Characteristics</b>	<b>Soil Type</b>	<b>Environmental Association</b>
Very Poorly Drained	St. Johns Soils Ponded	This nearly level muck soil is located in broad flat marsh areas and small depressionas. The natural vegetation includes maidecane, sawgrass, cattails, flags and scattered dense thickets of woody button bush. A few areas are wooded with maple, bay, gum and other wetland hard woods.
	Terra Ceia Muck	This nearly level muck soil is located in broad flat marshes, small depressions and swamps. The natural vegetation includes maidecane, sawgrass, cattails, flags, and scattered dense thickets of woody button bush. A few areas are wooded with swamp hardwoods consisting of maple, gum, bay, and other wetland hardwoods.
	Tomoka Muck	This soil is comprised of soil material excavated from canals and highway overpasses and interchanges. The soils are found along canals and used for embankments.
	Arents	This nearly level to gently sloping soil is found on uplands. The natural vegetation is scattered slash pine, sand pine, longleaf pine, bluejack oak, chapman oak, scrub live oak and turkey oak. The understory includes Indiangrass, chalky bluestem, hairy panicum, pineland threeawn and annual forbs

Obviously, fresh water was an important resource for precontact populations. This variable would have been of greater importance during the Paleoindian and Early Archaic stages (12,000–5000 BC), when the perched water system was more restricted. Access to fresh water during these early periods would have been from sinkholes and aquifer-fed rivers. During later periods, the numerous ponds, lakes, and depressional wetlands in the vicinity of the project area would have provided abundant sources of fresh water.

Hardwood hammocks (hydric, mesic, or xeric) provide a variety of resources that would have been exploited by the aboriginal inhabitants of this region. Hydric hardwood hammocks can contain abundant animal and plant life, particularly a variety of tubers. Mesic hardwood hammocks contain cabbage palms and other plants that produce edible portions. Other mesic hardwoods, such as ash and elm, are woods that are known to have been used for specific purposes, i.e., bows, canoes, mortars, and dart shafts (Newsom and Purdy 1983). Often, areas of higher relative elevation correspond with better-drained soils or the presence of hardwood hammocks (xeric and mesic).

## **Historic Archaeological Site Location Model**

In Florida, historic period sites frequently co-occur with precontact archaeological sites. This is often the result of environmental conditions found desirable by both groups: better-drained upland knolls near transportation routes (i.e., historic trails and major rivers). Use of the land around the project area during the earliest historic periods (First Spanish, English, and Second Spanish) was probably limited; occupations from these periods would have been of such short duration that evidence of parties crossing the project vicinity is almost impossible to detect archaeologically. Furthermore, no such groups are known or suspected of having settled or camped within the project vicinity.

During the nineteenth century (post-1821), historic settlement tended to follow the isolated homestead or farmstead pattern. Individual families or groups of related families often built homesteads on the better-drained, hardwood hammocks. There were usually several miles between these settlements to allow room for farm fields.

A review of historic plat maps (FDEP 1845a, 1845b, 1845c, 1845d, 1846, 1848a, 1848b, 1852a, 1852b, 1859a, 1927) identified no military forts, encampments, battlefields, homesteads, or historical Native American villages or trails were located within or adjacent to the East-West Corridor. One historic road labeled 'Old Road' was identified within Section 36 of Township 23 South, Range 33 East.

## **Archaeological Site Potential Zones**

Zones of archaeological site potential were designated based on previous research conducted within the East and Central cultural region and considered previous surveys conducted within the vicinity of the East-West Corridor (Piper Archaeology 1990, Janus Research 2005). Background research conducted to establish the predevelopment environmental of the East-West Corridor consisted of a review of historic plat maps from the mid-1800s (FDEP 1845a, 1845b, 1845c, 1845d, 1845e, 1846, 1848a, 1848b, 1852a, 1852b, 1859a), historic surveyors' notes from the mid-1800s (FDEP 1843a, 1843b, 1844, 1845f, 1845g, 1847, 1848c, 1859b), historic aerials from mid-to-late twentieth century (University of Florida, George A. Smathers Libraries 2011), and county soil survey data (U.S. Department of Agriculture [USDA] 1974, 1989).

Generally speaking, high site potential zones are defined as those areas of moderately well drained to excessively drained upland locales near a wetland or body of water. These areas of high site potential were tested at 25-meter (82-foot) intervals. Generally speaking, moderate site potential zones are defined as those poorly to very poorly drained locales near a wetland or body of water. Areas of moderate site potential were tested at 50-meter (164-foot) intervals. Low site potential zones are defined as those areas of very poorly drained to excessively drained upland locales not otherwise designated as high or medium site potential. Areas of low site potential were tested judgmentally. Currently, approximately four percent of the accessible area designated as low site potential has been tested at 100-meter (328-foot) intervals. Additional testing within low site potential zones will be conducted once access to

the one private landowner's property is coordinated. When this testing is combined with the testing conducted to date, it is anticipated that approximately 10 percent of the previously unsurveyed portion of the corridor designated as low site potential will have been tested at 100-meter (328-foot) intervals. This additional shovel testing and pedestrian survey will be documented within a supplemental addendum report. Site potential zones established for the previously unsurveyed portions of the East-West Corridor are illustrated on the aerial mapping included in Appendix E.

## **Results**

### **Archaeological Resources**

Archaeological field methods consisted of subsurface testing and pedestrian survey within areas of the East-West Corridor not previously subjected to comprehensive cultural resource survey. A total of 31 shovel tests were excavated during the current survey within areas of high, moderate, and low site potential and no cultural material was identified within any of these shovel tests. In addition, no additional environmental features indicative of increased archaeological site potential were identified during the pedestrian survey. Soil stratigraphy varied throughout the East-West Corridor and in some instances, standing water, fill material, or solid hardpan was encountered before reaching 100 cm below surface (cmbs). Representative photographs of the East-West Corridor are included in Figures 5–8.



**Figure 5: Xeric Upland Area in High Site Potential Zone within the East-West Corridor, facing West from Shovel Test 23**



**Figure 6: Low, Flat, Poorly Drained Area in Moderate Site Potential Zone within the East-West Corridor, facing West from Shovel Test 27**



**Figure 7: Poorly Drained Area of Low Flatwoods in a Low Site Potential Zone within the East-West Corridor, facing West from Shovel Test 37**



**Figure 8: Representative Photograph of Shovel Test (Shovel Test 27) Excavated in Poorly Drained Soils within the East-West Corridor**

Once property access is coordinated for the one private landowner's property, a pedestrian survey and appropriate subsurface testing will be conducted and documented in a supplemental addendum report.

### **Historic Resources**

The historic resources survey resulted in the identification of nine historic resources within the East-West Corridor APE. Of the identified historic resources (Table 6), six have been previously recorded (8BR1735, 8BR1736, 8OR9851, 8BD1870, 8BD2697, and 8OR9850) and three are newly recorded (8BR3066, 8BR3067, and 8BR3068). These resources consist of five historic buildings (8BR1735, 8BR1736, 8BR3066, 8BR3067, and 8BR3068), one historic resource group (8OR9851), and three historic linear resources (8BD1870, 8BD2697, and 8OR9850). All of the previously recorded historic resources, with the exception of the National Register-eligible FEC Railway (8BR1870), have been determined ineligible for inclusion in the National Register by the SHPO. The three newly recorded historic buildings identified within the project APE are considered ineligible for listing in the National Register either individually or as part of a district. The buildings located within the APE have simple forms and common design types found throughout the state of Florida. In addition, limited research revealed no significant associations with important persons or events.

Table 6 below lists the identified historic resources identified within the East-West Corridor APE in ascending FMSF number order. Maps with the locations of each individually significant historic resource are included in Appendix E. Photographs of the significant historic resource (8BR1870) and the newly recorded resources within East-West Corridor APE follow Table 6 in Figures 9–12. The photographs of the three newly recorded historic resources are accompanied by brief narratives that also address the significance of these resources. A FMSF form for each of the three newly recorded historic resources is included in Appendix A. Previously completed FMSF forms for the remaining six historic resources are also included in Appendix A.

**Table 6. Historic Resources Identified within the East-West Corridor APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>SHPO Evaluation of National Register Significance</b>
8BR1735	Altered Image Tattoo / 2417 N. Cocoa Boulevard	c. 1949	Frame Vernacular	Determined Ineligible by the SHPO
8BR1736	Jumping Flea Market / 2507 N. Cocoa Boulevard	c. 1940	Masonry Vernacular	Determined Ineligible by the SHPO
8BR1870	FEC Railway	c. 1886	Railroad	Determined National Register–Eligible by the SHPO
8BR2697	US Highway 1 / Cocoa Boulevard	c. 1927	Roadway	Determined Ineligible by the SHPO
8BR3066	5161 Palm Avenue	c. 1963	Masonry Vernacular	Considered Ineligible
8BR3067	3800 Pine Street	c. 1965	Masonry Vernacular	Considered Ineligible
8BR3068	2800 Clearlake Road	c. 1963	Industrial Vernacular	Considered Ineligible
8OR9850	Bull Slough Drainage Ditches	c. 1947	Drainage Ditches	Determined Ineligible by the SHPO
8OR9851	Gee Bee Resource Group	1940s	Mixed District	Determined Ineligible by the SHPO

***East-West Corridor National Register–Eligible Resource***



**Figure 9: Florida East Coast Railroad (8BR1870) near the SR 528 overpass, facing Southwest**

***East-West Corridor Newly Recorded Historic Resources (Considered National Register–Ineligible)***



**Figure 10: 5161 Palm Avenue (8BR3066), facing Southwest**

**8BR3066      5161 Palm Avenue**

This circa 1963 residential structure is located at the south side of Palm Avenue to the west of Pine Street in Township 24 South, Range 35 East, Section 9 (Sharpes USGS Quadrangle 1949 PR 1980), just outside the city limits of Cocoa in Brevard County, Florida (Figure 10). It is a rectangular shaped Masonry Vernacular style building with stucco on the façade, and a continuous concrete block foundation. Its main entry is on the north side and is covered by a small, shed roof extension supported by square, stuccoed, concrete block supports. The gable roof is covered with composition shingles. Fenestration consists of metal single-hung-sash replacement windows with one-over-one light configurations. Some of the decorative detailing featured on this building includes stucco surrounds and stucco banding on the porch supports. Non-historic alterations include an updated small entry porch and supports, the replacement of the windows and doors, and the restuccoing of the façade. It sits in a residential setting and remains in good condition.

This building exhibits a common design type found throughout Florida and recent modifications to the façade have affected its historic integrity. In addition, limited research has revealed no significant historical associations. Therefore, it is considered ineligible for inclusion in the National Register either individually or as part of a historic district.



**Figure 11: 3800 Pine Street (8BR3067), facing Northwest**

**8BR3067      3800 Pine Street**

This circa 1965 residential structure is located at the southwest corner of Palm Avenue and Pine Street in Township 24 South, Range 35 East, Section 9 (Sharpes USGS Quadrangle 1949 PR 1980), just outside the city limits of Cocoa in Brevard County, Florida (Figure 11). It is a rectangular shaped Masonry Vernacular style building with stucco on the façade, and a continuous concrete block foundation. Its main entry is on the east side at the porch and features a screen door in front of the main door. The gable roof entry porch is partially enclosed with lattice. The gable roof is covered with composition shingles. Fenestration consists of metal single-hung-sash windows with one-over-one light configurations. Some of the decorative detailing featured on this building includes faux shutters and the aforementioned lattice at the front porch. Non-historic alterations include the replacement of the windows and doors, porch supports, and faux shutters. It sits in a residential setting and remains in good condition.

This building exhibits a common design type found throughout Florida, and limited research has revealed no significant historical associations. Therefore, it is considered ineligible for inclusion in the National Register either individually or as part of a historic district.



**Figure 12: 2800 Clearlake Road (8BR3068), facing West**

**8BR3068      2800 Clearlake Road**

This circa 1963 industrial structure is located at the southwest corner of Clearlake Road and the FEC Railway tracks in Township 24 South, Range 36 East, Section 17 (Sharpes USGS Quadrangle 1949 PR 1980), in the city of Cocoa, Brevard County, Florida (Figure 12). It is a rectangular shaped Industrial Vernacular building with a metal façade over a wood frame structural system. It rests on a continuous concrete block foundation, which extends out from the building to the south, creating a large loading dock. Its main entry is on the north side, although there appear to be openings of some type on all four sides of the building. The gable roof entry porch is partially enclosed with lattice. The gable roof is covered with 5V sheet metal and the no windows appear on anywhere on the building. The only notable decoration on the building is the signage. With the exception of the added signage, the building appears to retain its original form and appearance with little alteration. It sits in an industrial/commercial setting and remains in fair condition.

This building exhibits a common design type found throughout Florida, and limited research has revealed no significant historical associations. Therefore, it is considered ineligible for inclusion in the National Register either individually or as part of a historic district.

## **NORTH-SOUTH CORRIDOR FROM COCOA TO WEST PALM BEACH**

### **Project Location**

The North-South Corridor between Cocoa and West Palm Beach is located within portions of Brevard, Indian River, St. Lucie, Martin, and Palm Beach counties on the Ankona (1948, PR 1983), Cocoa (1976, PR 1984), Courtenay (1976), Eau Gallie (1949, PR 1980), Eden (1948, PR 1983), Fellsmere (1949, PR 1970), Fort Pierce (1949, PR 1983), Gomez (1948, PR 1943), Grant (1949, PR 1970), Hobe Sound (1948, PR 1983), Indrio (1948, PR 1983), Jupiter (1948, PR 1983), Melbourne East (1949, PR 1980), Melbourne West (1949, PR 1970), Oslo (1949, PR 1983), Palm Beach (1946, PR 1983), Palm City (1948, PR 1970), Riviera Beach (1946, PR 1983), Sebastian (1949, PR 1970), Sharpes (1949, PR 1980), St. Lucie Inlet (1948, PR 1983), and Vero Beach (1949, PR 1983) USGS quadrangle maps in the following Townships, Ranges, and Sections:

- Township 23 South, Range 35 East, Sections 24, 25, and 36;
- Township 23 South, Range 36 East, Section 31;
- Township 24 South, Range 36 East, Sections 6, 7, 17, 18, 20, 21, 28, and 33;
- Township 25 South, Range 36 East, Sections 4, 9, 10, 14, 15, 23, 35, and 36;
- Township 26 South, Range 36 East, Sections 1, 12, and 13;
- Township 26 South, Range 37 East, Sections 18, 19, and 30–32;
- Township 27 South, Range 37 East, Sections 5, 8, 9, 16, 21, 27, 28, and 34;
- Township 28 South, Range 37 East, Sections 2, 3, 11, 13, 14, 24, and 25;
- Township 28 South, Range 38 East, Sections 30 and 31;
- Township 29 South, Range 38 East, Sections 5, 6, 8, 16, 17, 21, 28, 33, and 34;
- Township 30 South, Range 38 East, Sections 3, 10, 11, 14, 18, 23, and Fleming Grant;
- Township 31 South, Range 39 East, Sections 6–8, 17, 20, 28, 29, and 33;
- Township 32 South, Range 39 East, Sections 3, 4, 10, 15, 22, 23, 26, and 35;
- Township 33 South, Range 39 East, Sections 1, 2, 12, 13, and 24;
- Township 33 South, Range 40 East, Sections 19, 30, and 31;
- Township 34 South, Range 40 East, Sections 5, 6, 8, 16, 17, 20, 21, 28, 33, and 34;
- Township 35 South, Range 40 East, Sections 3, 10, 15, 22, 23, 26, 35, and 36;
- Township 36 South, Range 40 East, Sections 1 and 12;
- Township 36 South, Range 41 East, Sections 7, 18, 19, 29, 30, and 32;
- Township 37 South, Range 41 East, Sections 4, 5, 9, 15, 16, 22, 27, 28, 32, and 33;
- Township 38 South, Range 41 East, Sections 4, 5, 9, 10, 15, 16, 19, 25, 37, and 43, and Hanson Grant;
- Township 38 South, Range 42 East, Sections 29, 30, and 32;
- Township 39 South, Range 42 East, Sections 26, 27, and 35;
- Township 40 South, Range 42 East, Sections 2, 11, 12, 13, 24, 25, and 36;
- Township 40 South, Range 43 East, Sections 30 and 31;
- Township 41 South, Range 42 East, Sections 1, 12, 13, 24, 25, and 36;
- Township 42 South, Range 42 East, Section 1;

- Township 42 South, Range 43 East, Sections 6, 7, 17, 18, 20, 28, 29, and 33; and
- Township 43 South, Range 43 East, Sections 4, 9, and 16.

The location of the North-South Corridor is illustrated on the USGS Quadrangle maps accompanying the Survey Log in Appendix G.

### **Precontact and Historic Overview**

A summary of the pre-contact and historic context of the project corridor, describing the important events, locations, resources, and individuals associated with the project APE was prepared and included in the *FEC Amtrak Passenger Rail Project Volume I: A Cultural Resource Assessment Survey of the FEC Mainline in Brevard, Duval, Flagler, Indian River, Martin, Palm Beach, St. Johns, St. Lucie, and Volusia Counties, Florida* (PCI and Janus Research 2010). The SHPO concurred with the findings of the CRAS and found this report and all sections to be complete and sufficient. This information has been excerpted from the 2010 report and is included for reference in Appendix H.

### **Florida Master Site File Search and Literature Review**

A comprehensive search of the FMSF and literature review was performed to determine the locations of all previously recorded archaeological resources within the archaeological APE, and previously recorded National Register-listed or eligible, historic resources located within the historic resources APE<sup>3</sup>. In addition, the aforementioned 2010 CRAS and local information provided by the major municipalities located in the APE were reviewed to determine the potential for unrecorded and locally listed resources that may be eligible for inclusion in the National Register.

### **Previously Conducted Cultural Resource Surveys**

An extensive search of pertinent literature and records of the surrounding region as well as any archaeological and historical assessments of other tracts of land within or adjacent to the North-South Corridor was conducted to determine the locations of any previously recorded archaeological and historic resources. This background research identified 128 previously conducted cultural resource surveys that have been performed within or adjacent to the North-South Corridor. A detailed list of these previously conducted surveys is provided by FMSF Survey No. in Appendix J.

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<sup>3</sup> The search of the FMSF data included the most current information provided by the FMSF on a quarterly basis as well as Geographic Information Systems (GIS) data maintained by the FMSF. This information is based on the most current FMSF data, which is not a comprehensive inventory of cultural resources and their significance and may not reflect existing conditions. It is important to remember that the FMSF serves as an archive and repository of information about Florida's recorded cultural resources. It represents an inventory of resources for which available information exists and describes their condition at a particular point of time. Because the inventory of resources is not all-inclusive on a statewide basis, gaps in data may exist. It can be used as guide but should not be used to determine the FDHR/SHPO official position about the significance of a resource.

## Previously Recorded Archaeological Resources

A review of past research, and an updated search of the FMSF and local data, identified five archaeological sites within the archaeological APE for the North-South Corridor. This includes one previously recorded site in Indian River County, one previously recorded site in Martin County, and three previously recorded sites in St. Lucie County. All of these sites have suffered some level of previous disturbances. These sites are listed in Table 7 and their locations are illustrated on the aerial mapping included in Appendix F.

Only one of these sites, 8SL1136, has been formally evaluated by the SHPO. The SHPO determined that this site was ineligible for listing in the National Register. Two of these previously recorded sites, 8MT1287 and 8SL41, were evaluated by the initial site file recorder as potentially National Register-eligible. Hobe Sound National Wildlife Refuge #3 (8MT1287) consists of a thin scatter of shell and a few aboriginal ceramic potsherd fragments [REDACTED]

[REDACTED] Fort Capron (8SL41) consists of the archaeological remains of a 1850s military fort. Today, the only visible remnants of the fort are [REDACTED]

**Table 7. Archaeological Sites Located within the North-South FEC Railway Corridor Main Line ROW**

FMSF #	Site Name / Address	Site Type	National Register Significance*
<b>Indian River County</b>			
8IR846	Railroad	Malabar-Period Shell Midden and Artifact Scatter	Not Evaluated by SHPO
<b>Martin County</b>			
8MT1287	Hobe Sound National Wildlife Refuge #3	Prehistoric Campsite and Prehistoric Shell Midden	Not Evaluated by SHPO
<b>St. Lucie County</b>			
8SL41	Ft. Capron	Historic Fort	Not Evaluated by SHPO
8SL1136	Pineapple	Surface Scatter, Campsite, Homestead, and Farmstead	Ineligible
8SL1772	Avenue A-Downtown Fort Pierce	Precolumbian Habitation, Midden, Campsite, and extractive Site; Historic American Building Remains, Refuse, and Artifact Scatter	Not Evaluated by SHPO

\* As recorded in the FMSF; may require re-evaluation

**Note:** The exact locations of archaeological sites are sensitive and have been omitted from this public version of the document. As noted in Chapter 267.135, *Florida Statutes*, "Any information identifying the location of an archaeological site held by the Division of Historical Resources of the Department of State is exempt from s. 119.07(1) and s. 24(a) of Art. I of the State Constitution, if the Division of Historical Resources finds that disclosure of such information will create a substantial risk of harm, theft, or destruction at such site." More detailed location information is on file with the FMSF and access is limited to researchers and the Native American Tribes. For more information, please contact the FRA.

Two segments of the Palm Beach County segment of the North-South Corridor (approximately 0.9 miles in total) are located within the Coastal Zone archaeological zone and one segment (approximately 1.3 miles) is located within the Loxahatchee River archaeological zone. These zones are described in the *Prehistoric Resources in Palm Beach County: A Preliminary Predictive Study* (Kennedy et al. 1991). The location of these zones relative to the FEC Railway Corridor Main Line is included in Appendix F.

An additional 10 archaeological sites are located adjacent to, but outside of, the North-South Corridor APE for archaeological resources. While none of the 10 sites have been previously determined eligible for listing in the National Register by the SHPO, two of these sites (8IR1 and 8IR9) are listed in the FMSF as having potential or confirmed human remains. All 10 archaeological sites are listed in Table 8.

**Table 8: Archaeological Sites Located Adjacent to but Outside of the North-South Corridor APE**

FMSF #	Site Name / Address	Site Type	National Register Significance*
<b>Brevard County</b>			
8BR2670	Jernigan Avenue Historic Scatter	Historic Refuse and Building Remains	Ineligible
<b>Indian River County</b>			
8IR1	Vero Man	Redeposited Precolumbian Burial	Not Evaluated by SHPO
8IR9	Vero Locality	Multicomponent Artifact Scatter with Potential or Confirmed Human Remains	Not Evaluated by SHPO
<b>Martin County</b>			
8MT1619	Olympia South	Glade-Period Campsite, Habitation, and Artifact Scatter with Subsurface Features	Ineligible
<b>St. Lucie County</b>			
8SL8	Unnamed Site	Precolumbian Midden	Not Evaluated by SHPO
8SL292	Walton Railroad 1	Precolumbian Habitation and Historic Artifact Scatter	Not Evaluated by SHPO
8SL1174	M-8 Historic Scatter	Historic Refuse and Subsurface Features	Ineligible
8SL1175	M-8 Historic Scatter 3	Historic Refuse and Subsurface Features	Ineligible
8SL3016	Eden Outbuildings and Tennis Courts	Historic Building Materials	Not Evaluated by SHPO
8SL3063	Savannahs North Dune	Habitation, Midden, Refuse, Extractive Site with Precolumbian and Historic Components	Not Evaluated by SHPO

\* As recorded in the FMSF; may require re-evaluation

## **Previously Recorded Historic Resources**

An FMSF background search was conducted to identify previously recorded historic resources located within the North-South Corridor APE that have been listed in the National Register, evaluated by the SHPO as National Register-eligible or considered eligible based on the previous surveyor's evaluation.

### ***Previously Recorded Significant and Potentially Significant Historic Resources within the North-South Corridor Direct APE (FEC Railway ROW)***

Three previously recorded historic cultural resources were identified within the North-South Corridor Direct APE, which is considered the FEC Railway ROW, including the FEC Railway (8BR1870/8IR1497/8IR1518/8SL3014/8MT1391/8MT1450/8PB12102), a historic FEC Railway Bridge (8MT1382), and the remains of a concrete fence/former loading platform (8IR1049). The FEC Railway 8BR1870/8IR1497/8IR1518/8SL3014/8MT1391/8MT1450/ 8PB12102) has been previously determined to be eligible by SHPO for listing in the National Register. The previously recorded historic railway bridge, FEC Railway Bridge (8MT1382), has been previously determined eligible for listing in the National Register by the SHPO. The FEC Railway Platform Remains (8IR1049) are located on the boundary of the North-South FEC Railway Corridor Main Line ROW and consist of concrete posts that formerly supported a loading platform. The previous surveyor suggested that this resource lacks integrity and was therefore not eligible for listing in the National Register.

### ***Previously Recorded Significant and Potentially Significant Historic Resources within the North-South Corridor Indirect APE (Adjacent to the FEC Railway ROW)***

A total of 55 significant historic resources were identified within the North-South Corridor APE that covered the resources adjacent to the FEC Railway ROW for up to 150 feet. These include 11 resources in Brevard County, 10 resources in Indian River County, 19 resources in St. Lucie County, 11 resources in Martin County, and four resources in Palm Beach County.

Within the Brevard County portion, one historic district determined National Register-eligible by the SHPO was identified. In addition, two historic cemeteries that have been determined eligible for listing in the National Register by the SHPO were identified. One historic railway station determined National Register-eligible by the SHPO and eight significant historic buildings are located within the Brevard County portion; three are National Register-listed and five are determined National Register-eligible by the SHPO.

Within the Indian River County portion, one National Register-listed historic resource group, one historic linear resource determined National Register-eligible by the SHPO, and one historic bridge determined National Register-eligible by the SHPO were identified. One National Register-listed historic railway station and six additional significant historic buildings are located within the Indian River County portion; two National Register-listed buildings, one building determined National Register-eligible by the SHPO, one building considered National Register-eligible by the previous recorder, and two buildings that formerly had insufficient information for the SHPO to make an determination of eligibility.

Within the St. Lucie County portion, one historic district considered National Register–eligible based on the evaluation of the surveyor was identified. In addition, 18 historic significant buildings were identified; two are National Register–listed, 12 are determined National Register–eligible by the SHPO, two are considered National Register–eligible by the previous recorder, one building was not evaluated by the SHPO and had insufficient information for the previous recorder to make a determination of eligibility, and one building was determined by the SHPO to have insufficient information to make an determination of eligibility.

Within the Martin County portion, one historic resource group with insufficient information for the SHPO to make a determination of eligibility was identified. In addition, one historic linear resource determined National Register–eligible by the SHPO was identified. Eight significant historic buildings are also located within the Martin County portion; one is National Register–listed, four are determined National Register–eligible by the SHPO, and three are considered National Register–eligible based on the evaluation of the previous recorder. One additional historic resource group that has not been evaluated by the SHPO was identified and there are no contributing resources to this resource group within 150 feet of the APE. No potentially contributing resources to this resource group that are considered to be individually eligible for listing in the National Register are located within 1000 feet of the APE.

Within the Palm Beach County portion, one historic district, historic cemetery, and one historic building were considered National Register–eligible based on the evaluation of the previous recorder. One historic linear resource that formerly had insufficient information for the SHPO to make a determination of eligibility was also identified within the Palm Beach County segment of the of the reconnaissance area.

This results section includes tables organized by county, which list the significant resources identified adjacent to the North-South FEC Railway Corridor Main Line (Tables 9–26). The resources are listed in ascending FMSF number order.

**Table 9. Brevard County Previously Recorded Significant or Potentially Significant Historic District Identified Within the North-South Corridor Indirect APE**

FMSF #	Site Name / Address	Resource Type	National Register Status
8BR2173	Union Cypress Saw Mill Historic District	Mixed District	Determined National Register–Eligible by the SHPO

**Table 10. Brevard County Previously Recorded Significant or Potentially Significant Historic Cemeteries Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Date Est.</b>	<b>National Register Status</b>
8BR1724	Hilltop Cemetery	c. 1887	Determined National Register–Eligible by the SHPO
8BR1777	Cocoa Cemetery	c. 1890	Determined National Register–Eligible by the SHPO

**Table 11. Brevard County Previously Recorded Significant or Potentially Significant Former Historic Railway Station Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8BR2779	Former Florida East Coast Railway Train Station / 317 Rosa Jones Drive	c. 1962	International	Determined National Register–Eligible by the SHPO

**Table 12. Brevard County Previously Recorded Significant or Potentially Significant Historic Buildings Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8BR215	Florida Power & Light Company Ice Plant / 1604 South Harbor City Boulevard	1926	Industrial Vernacular	National Register–Listed
8BR759	Whaley, Marion S. Citrus Packing House / 2275 Rockledge Boulevard West	1930	Frame Vernacular	National Register–Listed
8BR1163	Lamar, Mattie House / 361 Stone Street	c. 1917	Frame Vernacular	Determined National Register–Eligible by the SHPO
8BR1710	Jorgensen's General Store / 5390 US Highway 1	1894	Frame Vernacular	National Register–Listed
8BR1723	Cocoa Cemetery Storage Building / 101 North Cocoa Boulevard	c. 1931	Masonry Vernacular	Determined National Register–Eligible by the SHPO
8BR1739	Ashley's Cafe & Lounge / 1609 Rockledge Boulevard West	c. 1932	Tudor Revival	Determined National Register–Eligible by the SHPO

FMSF #	Site Name / Address	Const. Date	Style	National Register Status
8BR1741	Rockledge Gardens Nursery and Landscaping / 2153 Rockledge Boulevard West	c. 1930	Industrial Vernacular	Determined National Register–Eligible by the SHPO
8BR1765	Bohn Equipment Company / 255 Olive Street	c. 1927	Industrial Vernacular	Determined National Register–Eligible by the SHPO

**Table 13. Indian River County Previously Recorded Significant or Potentially Significant Resource Group Identified Within the North-South Corridor Indirect APE**

FMSF #	Site Name / Address	Resource Type	National Register Status
8IR859	McKee Jungle Gardens	FMSF Building Complex	National Register–Listed

**Table 14. Indian River County Previously Recorded Significant or Potentially Significant Historic Linear Resource Identified Within the North-South Corridor Indirect APE**

FMSF #	Site Name / Address	Resource Type	National Register Status
8IR1519	Dixie Highway	Linear Resource	Determined National Register–Eligible by the SHPO

**Table 15. Indian River County Previously Recorded Significant or Potentially Significant Historic Bridge Identified Within the North-South Corridor Indirect APE**

FMSF #	Site Name / Address	Resource Type	National Register Status
8IR1516	FDOT Bridge No. 880001	Historic Bridge	Determined National Register–Eligible by the SHPO

**Table 16. Indian River County Previously Recorded Significant or Potentially Significant Historic Railway Station Identified Within the North-South Corridor Indirect APE**

FMSF #	Site Name / Address	Const. Date	Style	National Register Status
8IR68	Vero Railroad Station / 2336 14 <sup>th</sup> Avenue	1903	Frame Vernacular	National Register–Listed

**Table 17. Indian River County Previously Recorded Significant or Potentially Significant Historic Buildings Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8IR99	George Armstrong Braddock House / 1309 Louisiana Avenue	1908	Georgian Revival	Considered National Register–Eligible by Previous Recorder
8IR624	Old Vero Beach Community Building / 2146 14 <sup>th</sup> Avenue	1935	Frame Vernacular	National Register–Listed
8IR858	Hall Of Giants, McKee Jungle Gardens / US 1 and 4 <sup>th</sup> Street	1940	Other	Determined National Register–Eligible by the SHPO
8IR975	Vero Beach Diesel Power Plant / 1133 19 <sup>th</sup> Place	1926	Masonry Vernacular	National Register–Listed
8IR1464	Vero Beach Community Center / 2266 14 <sup>th</sup> Avenue	1966	Moderne	Insufficient Information for SHPO Determination
8IR1475	1146 21 <sup>st</sup> Street	1966	Moderne	Insufficient Information for SHPO Determination

**Table 18. St. Lucie County Previously Recorded Significant or Potentially Significant Historic District Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Resource Type</b>	<b>National Register Status</b>
8SL2801	Edgar Town Historic District	Historic District	Considered National Register–Eligible by Previous Recorder

**Table 19. St. Lucie County Previously Recorded Significant or Potentially Significant Historic Buildings Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8SL78	Fairmont Manor / 5707 South Indian River Drive	1896	Neo-Classical Revival	Determined National Register–Eligible by the SHPO

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8SL236	Riverhill / 4625 South Indian River Drive	1903	Frame Vernacular	Determined National Register–Eligible by the SHPO
8SL237	Britt House / 4511 South Indian River Drive	1908	Frame Vernacular	Determined National Register–Eligible by the SHPO
8SL238	Card, N.E. House / 3915–3917 Indian River Drive	1914	Masonry Vernacular	Determined National Register–Eligible by the SHPO
8SL289	Old Fort Pierce City Hall / 315 “A” Avenue	c. 1925	Italianate	National Register–Listed
8SL799	Sunrise Theater / 117 2 <sup>nd</sup> Street South	c. 1923	Mediterranean Revival	National Register–Listed
8SL825	601 South 2 <sup>nd</sup> Street	c. 1935	Masonry Vernacular	Insufficient Information for SHPO Determination
8SL826	Tyler, Frank House / 519 2 <sup>nd</sup> Street South	c. 1924	Mediterranean Revival	Determined National Register–Eligible by the SHPO
8SL917	Banyon Belle Manor / 1001 South Indian River Drive	1905	Georgian Revival	Determined National Register–Eligible by the SHPO
8SL918	1009 South Indian River Drive	1925	Mission	Determined National Register–Eligible by the SHPO
8SL920	1029 South Indian River Drive	1920	Georgian Revival	Considered National Register–Eligible by Previous Recorder
8SL926	Peacock, O.L. House / 2211 South Indian River Drive	1920	Mediterranean Revival	No SHPO Evaluation; Insufficient Information for Previous Recorder Determination
8SL930	Leshner, Stephen House / 2501 South Indian River Drive	1920	Italian Renaissance Revival	Determined National Register–Eligible by the SHPO

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8SL931	Carlton-Vest House / 2507 South Indian River Drive	1920	Masonry Vernacular	Determined National Register–Eligible by the SHPO
8SL932	Casa Del Rio / 2513 South Indian River Drive	1920	Italian Renaissance Revival	Determined National Register–Eligible by the SHPO
8SL933	Phelps, Babe House / 2521 South Indian River Drive	1935	Monterey	Determined National Register–Eligible by the SHPO
8SL1599	Shadetree Studio / 2900 Old Dixie Highway	1950	Frame Vernacular	Determined National Register–Eligible by the SHPO
8SL1922	East Coast Packers / 2130 Old Dixie Highway	1950	Industrial Vernacular	Considered National Register–Eligible by Previous Recorder

**Table 20. Martin County Previously Recorded Significant or Potentially Significant Resource Group Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Resource Type</b>	<b>National Register Status</b>
8MT1573	Witham Field Airport	Mixed District	Insufficient Information for SHPO Determination
8MT1577	Camp Murphy	Mixed District	Not Evaluated*

\* Within the 150 foot buffer there are no contributing resources to this mixed district/resource group. However, there is the potential for contributing resources outside of the 150 foot indirect APE.

**Table 21. Martin County Previously Recorded Significant or Potentially Significant Historic Linear Resource Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Resource Type</b>	<b>National Register Status</b>
8MT1621	Dixie Highway	Linear Resource	Determined National Register–Eligible by the SHPO

**Table 22. Martin County Previously Recorded Significant or Potentially Significant Historic Buildings Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8MT46	George W. Parks Store / Stuart Feed / 101 South Flagler Avenue	1901	Frame Vernacular	Determined National Register–Eligible by the SHPO
8MT84	Fern Building / 73 West Flagler Avenue	c. 1950	Masonry Vernacular	Determined National Register–Eligible by the SHPO
8MT86	Lyric Theatre / 59 Southwest Flagler Avenue	c. 1926	Mediterranean Revival	National Register–Listed
8MT130	East Coast Lumber and Supply / 49 Southwest Flagler Avenue	1917	Frame Vernacular	Determined National Register–Eligible by the SHPO
8MT131	Hobe Sound Cabinetry / 500 South Dixie Highway	1917-c. 1926	Masonry Vernacular	Determined National Register–Eligible by the SHPO
8MT307	Crary House / 161 Southwest Flagler Avenue	1925	Tudor Revival	Considered National Register–Eligible by Previous Recorder
8MT838	12200 Southeast Nassau Street	c. 1941	Frame Vernacular	Considered National Register–Eligible by Previous Recorder
8MT1066	250 North Flagler Road	c. 1940	Masonry Vernacular	Considered National Register–Eligible by Previous Recorder

**Table 23. Palm Beach County Previously Recorded Significant or Potentially Significant Historic District Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Resource Type</b>	<b>National Register Status</b>
8PB13340	Kelsey City Layout	Historic District	Considered National Register–Eligible by Previous Recorder

**Table 24. Palm Beach County Previously Recorded Significant or Potentially Significant Historic Linear Resource Identified Within the North-South Corridor Indirect APE**

FMSF #	Site Name / Address	Resource Type	National Register Status
8PB13330*	Old Dixie Highway	Linear Resource	Insufficient Information for SHPO Determination

\* Based on the review of the FMSF forms and the results of the current field survey, this resource is not considered to be eligible for listing in the National Register due to a lack of historic integrity

**Table 25. Palm Beach County Previously Recorded Significant or Potentially Significant Historic Cemetery Identified Within the North-South Corridor Indirect APE**

FMSF #	Site Name / Address	Date Est.	National Register Status
8PB218	Evergreen Cemetery	1916	Considered National Register–Eligible by Previous Recorder

**Table 26. Palm Beach County Previously Recorded Significant or Potentially Significant Historic Building Identified Within the North-South Corridor Indirect APE**

FMSF #	Site Name / Address	Const. Date	Style	National Register Status
8PB6064	St. John's Baptist Church / 2010 A. E. Isaacs Avenue	1929	Mission	Considered National Register–Eligible by Previous Recorder

***Demolished Historic Resources Formerly Located Within the North-South Corridor Indirect APE***

Background research and the current field survey identified five previously recorded significant and potentially significant historic resources that are no longer extant, which were previously located adjacent to the North-South Corridor. These demolished resources (Table 27) include two historic buildings in Brevard County, a historic district and linear resource in Martin County, and one historic building in Palm Beach County.

**Table 27. Previously Recorded Significant or Potentially Significant Cultural Resources that have been Demolished**

FMSF #	Site Name / Address	Resource Type
8BR1189	Christ is the Answer / 2302–2304 South Harbor City Boulevard	Historic Building
8BR1190	2306 South Harbor City Boulevard	Historic Building
8MT1477	Camp Murphy Bank Building	Historic Building
8MT1481	Camp Murphy Railroad Spur	Linear Resource
8MT1513	Indian River Drive/Church Street District	Historic District
8PB8145	Adam's Property / 2409 Pinewood Avenue	Historic Building

## **Background Research and Field Methods**

During the March 28, 2013 SHPO meeting and the conference call on July 8, 2013 with FRA and others, SHPO agreed that the same approach to identifying and recording cultural resources that was used for the Miami to West Palm Beach EA/FONSI should be used for the North-South Corridor. Archival and reconnaissance level survey work was conducted for the North-South Corridor.

### **Archaeological Resources**

Archaeological analysis consisted of a desktop analysis which included an archaeological literature and background information search to identify the types, cultural affiliation and location of known archaeological sites within the respective study areas. This includes a search of the FMSF, county and local site inventories, unpublished CRM reports, and other relevant historical research materials.

This desktop analysis reviewed the locations of archaeological sites to determine whether the archaeological resources identified during the 2010 CRAS are located within or adjacent to the current FEC Railway ROW. An updated search of FMSF data was also conducted to identify any archaeological resources that have been recorded or determined locally significant since the previous surveys were completed. This search focused on identifying National Register-listed or eligible archaeological resources. Subsurface archaeological testing was not feasible within the FEC Railway Corridor ROW for reasons of safety.

The locations of all known FMSF and locally significant archaeological sites, as well as locally designated or significant archaeological zones within the archaeological APE were marked on aerial maps and included in Appendix F.

### **Historic Resources**

#### ***Resources within the North-South Corridor Direct APE (FEC Railway ROW)***

Resources located directly within the ROW, such as historic bridges, were recorded on FMSF forms (Appendix C). As discussed previously, resources which cross the railway were not included within the APE, as there is no potential for effects based on the nature of the proposed improvements and the resources.

Historic resources fieldwork to identify resources within the FEC Railway ROW was conducted in May of 2013. An architectural historian and one technical assistant conducted a historic resources survey in order to ensure that resources built during or before 1965 within the ROW were identified, properly mapped, and photographed. During the survey the entirety of the FEC Railway Corridor ROW was not accessible, and specific targeted sites where known historic resources are located were evaluated. These primarily included the sites of the historic railway bridge crossings. Representative photographs of the types of structures (such as switch boxes and signage) within the ROW were also taken.

The historic resources survey used standard field methods to identify and record historic resources. Resources with features indicative of 1965 or earlier construction materials, building methods, or architectural styles were noted on aerial photographs. For each resource identified within the ROW during the preliminary assessment, FMSF forms were filled out with field data, including notes from site observations and research findings. The estimated dates of construction, distinctive features, and architectural style or engineering design were noted. Photographs were taken with a high resolution digital camera. A log was kept to record the resource's physical location and compass direction of each photograph.

FEC Railway bridge data including dates of construction and bridge design types was provided by the FEC Railway. The project architectural historian identified any resource not accounted for by this information in the field based on the aforementioned methods. All historic resources identified within the FEC Railway Corridor Main Line ROW were marked on aerial maps, which are included in Appendix F.

Each resource's significance was then evaluated for its potential eligibility for listing in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation.

***Resources within the North-South Corridor Indirect APE (Adjacent to the FEC Railway ROW)***

Significant historic resources located on parcels immediately adjacent to the FEC Railway Corridor ROW were identified through background research and a reconnaissance survey. This reconnaissance work was conducted in an area that extended a minimum distance of 150 feet from the existing railway ROW. This included both the parcels located adjacent to the ROW that extended more than 150 feet out from the existing ROW as well as all of the smaller parcels that are located within 150 feet of the existing ROW. At the rail crossings, background research and reconnaissance survey work focused on identifying any known National Register-listed or eligible historic districts located directly adjacent to the crossings.

Historic resources reconnaissance fieldwork was conducted in May of 2013 by an architectural historian and one technical assistant. This reconnaissance survey identified all potentially significant historic resources located on parcels adjacent to the FEC Railway Corridor ROW and all significant historic districts located adjacent to the at-grade crossings. Significant or potentially significant historic resources were photographed with a high-resolution digital camera and noted on aerial maps (Appendix F). A log was kept to record the resource's physical location and compass direction of each photograph. Concentrations of historic resources within the indirect APE were noted in terms of their potential for inclusion within current or potential historic districts. According to the SHPO/FRA accepted methods, FMSF forms were not prepared for the resources located adjacent to the FEC Railway ROW. However, FMSF forms for the previously recorded significant resources found within the APE are located in Appendix B. The significance of the identified historic resources was then preliminarily evaluated for potential eligibility for listing in the National Register, according to the National Register Criteria. Historic physical integrity was preliminarily determined from site observations, field data, and photographic documentation.

## Results

### Archaeological Resources

The archaeological APE for the North-South Corridor is included entirely within the APE established for the *FEC Amtrak Passenger Rail Project Volume I: A Cultural Resource Assessment Survey of the FEC Mainline in Brevard, Duval, Flagler, Indian River, Martin, Palm Beach, St. Johns, St. Lucie, and Volusia Counties, Florida* (PCI and Janus Research 2010).

Five previously recorded archaeological sites were identified within the archaeological APE for the North-South Corridor. One archaeological site (8IR846) was identified within the Indian River County segment of the APE, one site (8MT1287) was identified within the Martin County segment of the APE, and three previously recorded sites (8SL41, 8SL1136, and 8SL1772) were identified within the St. Lucie County segment of the APE. While none of these five previously recorded archaeological sites are National Register-listed, and none have been previously determined by the SHPO to be National Register-eligible, 8MT1287 and 8SL41 were evaluated by the initial site file recorder as potentially National Register-eligible. No previously recorded archaeological sites were identified within the Brevard or Palm Beach county segments of the North-South Corridor APE.

Railroad (8IR846) is a Malabar shell midden and variable-density artifact scatter that has not been previously evaluated for National Register eligibility by the SHPO. The initial site file recorder describes the site as highly disturbed and suggests that the site is ineligible for listing in the National Register (Archaeological and Historical Conservancy 1992:190).

Hobe Sound National Wildlife Refuge #3 (8MT1287) is a thin scatter of shell and a few aboriginal ceramic potsherd fragments [REDACTED]

[REDACTED] The initial site file recorder suggests that while the site was likely disturbed by this construction, it is still potentially National Register-eligible (Carr et al. 1998:80). [REDACTED]

[REDACTED] Preliminary project engineering specified a curve modification at this location and this action would have caused disturbance of potentially intact portions of the archaeological site. As an avoidance and protection measure, this curve modification was eliminated and instead construction in this area will consist of installing rail tracks in their historic locations. No subsurface excavation will be required. Preliminary discussions with SHPO indicated that this design change would avoid impacting this site.

**Note:** The exact locations of archaeological sites are sensitive and have been omitted from this public version of the document. As noted in Chapter 267.135, *Florida Statutes*, "Any information identifying the location of an archaeological site held by the Division of Historical Resources of the Department of State is exempt from s. 119.07(1) and s. 24(a) of Art. I of the State Constitution, if the Division of Historical Resources finds that disclosure of such information will create a substantial risk of harm, theft, or destruction at such site." More detailed location information is on file with the FMSF and access is limited to researchers and the Native American Tribes. For more information, please contact the FRA.

Ft. Capron (8SL41) consists of the archaeological remains of a 1850s military fort. The only current visible remnants of the fort [REDACTED]

[REDACTED] The initial site file recorder suggests that while development in the area has contributed to the disturbance of portions of the site, that the site is still potentially National Register-eligible (Carr and Pepe 2000:90–91). [REDACTED]

Construction in this area will consist of installing rail tracks in their historic locations. No subsurface excavation will be required and no additional ROW will be needed. Therefore, there should be no adverse effects to the archaeological site caused by the proposed Project.

Pineapple (8SL1136) is a historic American habitation site and variable-density artifact scatter that the initial surveyor has described as substantially disturbed (Keith et al. 1997). The SHPO previously determined this site to be ineligible for listing in the National Register in 1997.

Avenue A-Downtown Fort Pierce (8SL1772) is listed in the FMSF as a habitation site, campsite, extractive site, midden, refuse, surface scatter, building remains, town site, and subsurface features with historic East Okeechobee and historic American components. While the SHPO has not previously evaluated the National Register eligibility of this site, the initial site file recorder describes the site as a refuse and an artifact scatter identified during the renovation of Avenue A and suggests there is insufficient information to determine the National Register eligibility of this site (Archaeological and Historical Conservancy 2005).

Approximately 2.2 miles of the North-South Corridor archaeological APE within Palm Beach County are located within the Coastal Zone and Loxahatchee River archaeological zones described in the *Prehistoric Resources in Palm Beach County: A Preliminary Predictive Study* (Kennedy et al. 1991). Sites within these zones are generally predicted to be located in areas close to the coast, and in hammocks near riverine and estuarine environments (Kennedy et al. 1991:75, 91).

### **Historic Resources within the North-South Corridor Direct APE (FEC Railway ROW)**

The FEC Railway (8BR1870/8IR1497/8IR1518/8SL3014/8MT1391/8MT1450/8PB12102) has been previously determined by the SHPO to be eligible for listing in the National Register. Due to the recent recordation of the FEC Railway and the subsequent determination of eligibility by the SHPO, updated FMSF forms were not completed for this resource.

The most recent previously completed FMSF forms for the FEC Railway were excerpted from the *FEC Amtrak Passenger Rail Project* (PCI and Janus Research 2010) and the *AAF Passenger Rail Project from West Palm Beach to Miami* (Janus Research 2012) and are included in Appendix B. The SHPO concurred with the findings of these surveys and found the reports and all sections to be complete and sufficient. Representative photographs of this resource are included in Figures 13–17.

Detailed analysis of the other types of resources identified within the FEC Railway ROW follows these figures and is organized by resource type.



**Figure 13: FEC Railway (8BR1870), from Broadway Boulevard in Brevard County, facing North**



**Figure 14: FEC Railway (8IR1497/8IR1518), from Highland Drive SE in Indian River County, facing South**



**Figure 15: FEC Railway (8SL3014), from Savannah Road in St. Lucie County, facing North**



**Figure 16: FEC Railway (8MT1391/8MT1450) from SW St. Lucie Avenue in Martin County, facing Northwest**



**Figure 17: FEC Railway (8PB12102) from L. A. Kirksey Street in Palm Beach County, facing Northwest**

### ***Historic Railway Bridges***

The evaluation of the bridges within the FEC Railway ROW is consistent with the methods developed with the SHPO/FDHR for the 2010 *FEC Amtrak Passenger Rail* project and the 2012 *CRAR for the AAF Passenger Rail Project from West Palm Beach to Miami*. Thirteen historic railway bridges were identified within the FEC Railway Corridor Main Line ROW (Table 28). The majority of the bridges identified during this study are fixed structures that do not span great distances. However, with the exception of 8SL3192, which is non-contributing, each identified bridge is considered a contributing element to the overall National Register-eligible FEC Railway, and four of these bridges 8BR3058, 8BR3062/8IR1569, 8MT1382, and 8PB16041 are also considered individually eligible for listing in the National Register. Photographs of each identified historic railway bridge are included in Figures 18–30, and their locations are illustrated on the maps in Appendix F. FMSF forms were completed for each bridge, and are included in Appendix C.

Table 28. Historic Railway Bridges Identified within the North-South Corridor Direct APE (FEC Railway ROW)

Mile Post	County	Site Name / Address	Description	Construction Material	Const. Date	FMSF Number	National Register Significance
190.47	Brevard	Fixed Railway Bridge over the Eau Gallie River	Viaduct	Steel	1925	8BR3058	Individually Eligible for listing in the National Register; Contributing to a Potential FEC Railway Linear Historic District
194.34	Brevard	Fixed Railway Bridge over the Crane Creek and Melbourne Street	Viaduct	Steel	1925	8BR3059	Individually Ineligible for listing in the National Register; Contributing to a Potential FEC Railway Linear Historic District
197.7	Brevard	Fixed Railway Bridge over the Turkey Creek	Deck Plate Girder	Steel	1925	8BR3060	Individually Ineligible for listing in the National Register; Contributing to a Potential FEC Railway Linear Historic District
202.59	Brevard	Fixed Railway Bridge over the Goat Creek	Trestle	Steel	1959	8BR3061	Individually Ineligible for listing in the National Register; Contributing to a Potential FEC Railway Linear Historic District
212.07	Brevard and Indian River	Fixed Railway Bridge over the Sebastian River	Deck Plate Girder on Towers	Steel	1926	8BR3062/ 8IR1569	Individually Eligible for listing in the National Register; Contributing to a Potential FEC Railway Linear Historic District
240.1	St. Lucie	Fixed Railway Bridge over the Taylor Creek	Concrete Trestle & Beam Span	Concrete with Steel Beam Span	1961	8SL3191	Individually Ineligible for listing in the National Register; Contributing to a Potential FEC Railway Linear Historic District
241.22	St. Lucie	Fixed Bridge over "C" Avenue	Concrete Double Box Beam	Concrete	1912/ 2003*	8SL3192	Individually Ineligible for listing in the National Register; Non-Contributing to a Potential FEC Railway Linear Historic District
259.95	Martin	Fixed Railway Bridge over the Rio Waterway	Trestle	Steel and Timber Piles	1958	8MT1623	Individually Ineligible for listing in the National Register; Contributing to a Potential FEC Railway Linear Historic District
260.93	Martin	Movable Railway Bridge over the St. Lucie River	Beam Span and Through Plate Girder, Trunnion Lift	Steel	1938	8MT1382	Individually Eligible for listing in the National Register; Contributing to a Potential FEC Railway Linear Historic District
266.86	Martin	Fixed Railway Bridge over the Salerno Waterway	Trestle	Steel and Timber Piles	1958	8MT1624	Individually Ineligible for listing in the National Register; Contributing to a Potential FEC Railway Linear Historic District
267.34	Martin	Fixed Railway Bridge over the Tributary to Manatee Creek 1	Trestle	Steel and Timber Piles	1962	8MT1625	Individually Ineligible for listing in the National Register; Contributing to a Potential FEC Railway Linear Historic District
267.70	Martin	Fixed Railway Bridge over the Tributary to Manatee Creek 2	Trestle	Steel and Timber Piles	1962	8MT1626	Individually Ineligible for listing in the National Register; Contributing to a Potential FEC Railway Linear Historic District
282.58	Palm Beach	Movable Railway Bridge over the Loxahatchee River	Deck Plate Girder, Through Plate Girder and Trunnion Lift	Steel	1935	8PB16041	Individually Eligible for listing in the National Register; Contributing to a Potential FEC Railway Linear Historic District

\* While the substructure was constructed in 1912, the superstructure was reconstructed in 2003



**Figure 18: Fixed Railway Bridge over the Eau Gallie River (8BR3058), facing Southwest**



**Figure 19: Fixed Railway Bridge over Crane Creek and Melbourne Street (8BR3059), facing South**



**Figure 20: Fixed Railway Bridge over Turkey Creek (8BR3060), facing Southeast**



**Figure 21: Fixed Railway Bridge over Goat Creek (8BR3061), facing Northeast**



**Figure 22: Fixed Railway Bridge over the Sebastian River (8BR3062/8IR1569), facing Southwest**



**Figure 23: Fixed Bridge over the Taylor Creek (8SL3191), facing Northeast**



**Figure 24: Fixed Bridge over “C” Avenue (8SL3192), facing east**



**Figure 25: Fixed Bridge over the Rio Waterway (8MT1623), facing North**



**Figure 26: Movable Bridge over the St. Lucie River (8MT1382), facing North**



**Figure 27: Fixed Bridge over the Salerno Waterway (8MT1624), facing South**



**Figure 28: Fixed Bridge over the Tributary to Manatee Creek 1 (8MT1625), facing Northwest**



**Figure 29: Fixed Bridge over the Tributary to Manatee Creek 2 (8MT1626), facing Northwest**



**Figure 30: Movable Bridge over the Loxahatchee River (8PB16041), facing Northeast**

***Other Railway Resources within the ROW***

As previously noted, the entirety of the FEC Railway Corridor ROW was not surveyed, but types of resources within the ROW other than the railway bridges were noted throughout the corridor. No buildings associated with the FEC Railway have been identified directly within the FEC Railway Corridor ROW.

Limited records are available regarding the construction dates of the resources other than buildings and bridges within the ROW. Survey work identified signage and electrical equipment/switch boxes within the ROW. Concrete milepost markers are located throughout the ROW (Figure 31). Robert Stevens of the FEC Railway noted that the concrete milepost markers were manufactured after 1982, and are non-historic (Stevens 2012a).

In most recent years they have been replaced by reflective signs on metal posts (Stevens 2012b). Concrete railroad ties are also installed perpendicular to the ground and sometimes contain signage within the ROW (Figure 32). The FEC started manufacturing concrete ties in 1968, and installation began in Jacksonville and proceeded south with most ties installed by 1984 (Stevens 2012b). Thus, the concrete railroad ties within the ROW are non-historic. The remaining structures associated with the FEC Railway within the FEC Railway Corridor ROW have non-historic appearances and representative photographs are included in Figures 33–37.



**Figure 31: Representative Photograph of Non-Historic Masonry Milepost Marker, MP 195, facing North from the Jernigan Avenue Crossing in Brevard County**



**Figure 32: Representative Photograph of Non-Historic Concrete Railroad Ties Installed within the FEC Railway Corridor ROW, located at the Southwest corner of 1<sup>st</sup> Street and the FEC Railway in Brevard County, facing Southwest**



**Figure 33: Representative Photograph of Non-Historic Structures within the FEC Railway Corridor ROW, facing North from the County Line Road Crossing in Martin County**



**Figure 34: Representative Photograph of Non-Historic Structures within the FEC Railway Corridor ROW, facing Northeast at the Bridge Road Crossing in Martin County**



**Figure 35: Representative Photograph of Non-Historic Structures within the FEC Railway Corridor ROW, facing North from the Highland Drive SE Crossing in Indian River County**



**Figure 36: Representative Photograph of Non-Historic Structures within the FEC Railway Corridor ROW, facing South from the Walden Road Crossing in St. Lucie County**



**Figure 37: Representative Photograph of Non-Historic Structures within the FEC Railway Corridor ROW, facing Northwest at the Broadway Street crossing in Brevard County**

Also within the FEC Railway ROW, and located at the northeast corner of the railroad and 17<sup>th</sup> Street in Vero Beach, are the Florida East Coast Railroad Platform Structural Remains (8IR1049), which consists of several concrete pilings that formerly acted as the supports for a loading platform (Figure 38). According to a 1923 Sanborn Fire Insurance Map, there was once an FEC Railway Depot with attached platforms at this location. Neither the railroad depot nor the loading platforms are extant, and 17<sup>th</sup> Street has since been reconfigured in this location. Only some of the concrete supports remain. It should be noted that the Florida East Coast Railroad Platform Structural Remains were previously recorded as an archaeological site in the FMSF, but are now being considered a historic resource. Despite their connection with the FEC Railway, these remaining concrete supports have lost their historic integrity, as neither the depot nor the platforms remain. These simple concrete supports no longer convey historical information about the FEC Railway or the FEC depot that once stood in this location. Although other smaller structures such as old mile markers along roadways and railroads can be considered contributing elements, they typically appear as stand-alone structures in their original form. These pilings are the simple remnants of a platform that is no longer extant. Contributing elements to linear districts typically possess greater integrity, which these pilings no longer retain. Due to their lack of historic integrity, the Florida East Coast Railroad Platform Structural Remains are not considered individually National Register-eligible, nor are they considered contributing elements to the FEC Railway linear district.



**Figure 38: Location of Florida East Coast Railroad Platform Structural Remains (8IR1049) showing the Southernmost Post, facing Northwest**

### **Historic Resources Crossed by the North-South Corridor**

The North-South Corridor crosses eight historic non-railway related resources within the APE. The North-South Corridor crosses over three canals, the Historic Canal (8BR1868), Indian River Farms Main Canal (8IR1148), and North Relief Canal (8IR1498); travels under two historic overpasses consisting of FDOT Bridge No. 880001 (8IR1516) and FDOT Bridge No. 880025 (8IR1517) and one segment of historic roadway US Highway 1/Cocoa Boulevard (8IR1520), and intersects two historic roadways at-grade including SR A1A (8SL1648) and Midway Road (8SL1657).

A visual inspection of the resources was conducted during the survey of the North-South Corridor. Of the nine historic resources crossed by the railway, two are National Register-eligible: FDOT Bridge No. 880001 (8IR1516) and Dixie Highway (8IR1519/8MT1621). Six of the historic resources have been previously determined by the SHPO to be ineligible for listing in the National Register: Indian River Farms Main Canal (8IR1148), North Relief Canal (8IR1498), FDOT Bridge No. 880025 (8IR1517), US Highway 1/Cocoa Boulevard (8BR2697/8IR1520), SR A1A (8SL1648), and Midway Road (8SL1657). The last remaining historic resource, Historic Canal (8BR1868) has not been evaluated by the SHPO regarding National Register eligibility. However, the initial recorder suggested that it was ineligible for listing in the National Register due to its unexceptional nature and its common engineering design.

The improvements in immediate proximity to these resources are limited to the existing ROW, and no effects are anticipated to the resources which the railway crosses over or

under. There will be no effects to the identified canals with existing bridge crossings. As there will be no potential effects, the historic resources crossed within the North-South Corridor were not documented on FMSF forms.

**Significant Historic Resources within the North-South Corridor Indirect APE  
(Adjacent to the FEC Railway ROW)**

A total of 60 significant historic resources were identified adjacent to the North-South Corridor ROW during the reconnaissance survey. These include 12 in Brevard County, 12 in Indian River County, 23 in St. Lucie County, 10 in Martin County, and three in Palm Beach County.

Within the Brevard County portion of the reconnaissance area, one historic district determined National Register-eligible by the SHPO was identified. In addition, two historic cemeteries that have been determined eligible for listing in the National Register by the SHPO were identified. One determined National Register-eligible former historic rail station and eight significant historic buildings are located within the Brevard County portion of the reconnaissance area; three are National Register-listed and five are determined National Register-eligible by the SHPO.

Within the Indian River County portion of the reconnaissance area, one National Register-listed historic resource group, one historic linear resource determined National Register-eligible by the SHPO, and one historic bridge determined National Register-eligible by the SHPO were identified. One National Register-listed historic railway station and eight significant historic buildings are located within the Indian River County portion of the reconnaissance area: two are National Register-listed, one is determined National Register-eligible by the SHPO, and five are considered National Register-eligible based on the evaluation of the surveyor.

Within the St. Lucie County portion of the reconnaissance area, one historic district considered National Register-eligible based on the evaluation of the surveyor was identified. In addition 22 historic buildings were identified; two are National Register-listed, 12 are determined National Register-eligible by the SHPO, and eight are considered National Register-eligible based on the evaluation of the surveyor.

Within the Martin County portion of the reconnaissance area, one historic resource group considered National Register-eligible based on the evaluation of the surveyor and one historic linear resource determined National Register-eligible by the SHPO were identified. Eight significant historic buildings are located within the Martin County portion of the reconnaissance area; one is National Register-listed, four are determined National Register-eligible by the SHPO, and three are considered National Register-eligible based on the evaluation of the surveyor.

Within the Palm Beach County portion of the reconnaissance area, one historic district, one historic cemetery, and one historic building are considered National Register-eligible based on the evaluation of the surveyor.

This results section includes tables organized by county, and the significant resources identified during the reconnaissance survey are in ascending FMSF number order (Tables 29–45). If the identified resource is locally designated this will typically be noted. Maps with the locations of each individually significant historic resource are included in Appendix F. Photographs of significant historic resources follow the tables in Figures 39–98, and the FMSF forms of previously recorded resources are located in Appendix B.

**Table 29. Brevard County Significant Historic District Identified Within the North-South Corridor Indirect APE**

FMSF #	Site Name / Address	Resource Type	National Register Status
8BR2173	Union Cypress Saw Mill Historic District	Mixed District	Determined National Register–Eligible by the SHPO

**Table 30. Brevard County Historic Cemetery Identified Within the North-South Corridor Indirect APE**

FMSF #	Site Name / Address	Date Est.	National Register Status
8BR1724	Hilltop Cemetery	c. 1887	Determined National Register–Eligible by the SHPO
8BR1777	Cocoa Cemetery	c. 1890	Determined National Register–Eligible by the SHPO

**Table 31. Brevard County Significant Former Historic Railway Station Identified Within the North-South Corridor Indirect APE**

FMSF #	Site Name / Address	Const. Date	Style	National Register Status
8BR2779	Former Florida East Coast Railway Train Station / 317 Rosa Jones Drive	c. 1962	International	Determined National Register–Eligible by the SHPO

**Table 32. Brevard County Significant Historic Buildings Identified Within the North-South Corridor Indirect APE**

FMSF #	Site Name / Address	Const. Date	Style	National Register Status
8BR215	Florida Power & Light Company Ice Plant / 1604 South Harbor City Boulevard	1926	Industrial Vernacular	National Register–Listed

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8BR759	Whaley, Marion S. Citrus Packing House / 2275 Rockledge Boulevard West	1930	Frame Vernacular	National Register–Listed
8BR1163	Lamar, Mattie House / 361 Stone Street	c. 1917	Frame Vernacular	Determined National Register–Eligible by the SHPO
8BR1710	Jorgensen's General Store / 5390 US Highway 1	1894	Frame Vernacular	National Register–Listed
8BR1723	Cocoa Cemetery Storage Building / 101 North Cocoa Boulevard	c. 1931	Masonry Vernacular	Determined National Register–Eligible by the SHPO
8BR1739	Ashley's Cafe & Lounge / 1609 Rockledge Boulevard West	c. 1932	Tudor Revival	Determined National Register–Eligible by the SHPO
8BR1741	Rockledge Gardens Nursery and Landscaping / 2153 Rockledge Boulevard West	c. 1930	Industrial Vernacular	Determined National Register–Eligible by the SHPO
8BR1765	Bohn Equipment Company / 255 Olive Street	c. 1927	Industrial Vernacular	Determined National Register–Eligible by the SHPO

**Table 33. Indian River County Significant Resource Group Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Resource Type</b>	<b>National Register Status</b>
8IR859	McKee Jungle Gardens	FMSF Building Complex	National Register–Listed

**Table 34. Indian River County Significant Historic Linear Resource Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Resource Type</b>	<b>National Register Status</b>
8IR1519	Dixie Highway	Linear Resource	Determined National Register–Eligible by the SHPO

**Table 35. Indian River County Significant Historic Bridge Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Resource Type</b>	<b>National Register Status</b>
8IR1516	FDOT Bridge No. 880001	Historic Bridge	Determined National Register–Eligible by the SHPO

**Table 36. Indian River County Significant Historic Railway Station Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8IR68	Vero Railroad Station / 2336 14 <sup>th</sup> Avenue	1903	Frame Vernacular	National Register–Listed

**Table 37. Indian River County Significant Historic Buildings Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8IR99	George Armstrong Braddock House / 1309 Louisiana Avenue	1908	Georgian Revival	Considered National Register–Eligible
8IR100	Baughman House / 1525 North Louisiana Avenue	1900	Neo-Classical Revival	Considered National Register–Eligible
8IR388	5056 North Old Dixie Highway	c. 1920	Bungalow	Considered National Register–Eligible
8IR624	Old Vero Beach Community Building / 2146 14 <sup>th</sup> Avenue	1935	Frame Vernacular	National Register–Listed
8IR858	Hall Of Giants, McKee Jungle Gardens / US 1 and 4 <sup>th</sup> Street	1940	Other	Determined National Register–Eligible by the SHPO
8IR975	Vero Beach Diesel Power Plant / 1133 19 <sup>th</sup> Place	1926	Masonry Vernacular	National Register–Listed
8IR1464	Vero Beach Community Center / 2266 14 <sup>th</sup> Avenue	1966	Moderne	Considered National Register–Eligible
8IR1475	1146 21 <sup>st</sup> Street	1966	Moderne	Considered National Register–Eligible

**Table 38. St. Lucie County Significant Historic District Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Resource Type</b>	<b>National Register Status</b>
8SL2801	Edgar Town Historic District	Historic District	Considered National Register–Eligible; Locally Designated by the City Fort Pierce

**Table 39. St. Lucie County Significant Historic Resources Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8SL78	Fairmont Manor / 5707 South Indian River Drive	1896	Neo-Classical Revival	Determined National Register–Eligible by the SHPO
8SL220	9015 South Indian River Drive	c.1890	Frame Vernacular	Considered National Register–Eligible
8SL229	6109 South Indian River Drive	c. 1915	Colonial Revival	Considered National Register–Eligible
8SL234	5309 South Indian River Drive	c. 1935	Colonial Revival	Considered National Register–Eligible
8SL236	Riverhill / 4625 South Indian River Drive	1903	Frame Vernacular	Determined National Register–Eligible by the SHPO
8SL237	Britt House / 4511 South Indian River Drive	1908	Frame Vernacular	Determined National Register–Eligible by the SHPO
8SL238	Card, N.E. House / 3915–3917 Indian River Drive	1914	Masonry Vernacular	Determined National Register–Eligible by the SHPO
8SL247	Hoskins House / 2929 North Indian River Drive	1910	Frame Vernacular	Considered National Register–Eligible
8SL289	Old Fort Pierce City Hall / 315 “A” Avenue	c. 1925	Italianate	National Register–Listed
8SL799	Sunrise Theater / 117 2 <sup>nd</sup> Street South	c. 1923	Mediterranean Revival	National Register–Listed
8SL825	601 South 2 <sup>nd</sup> Street	c. 1935	Masonry Vernacular	Considered National Register–Eligible
8SL826	Tyler, Frank House / 519 2 <sup>nd</sup> Street South	c. 1924	Mediterranean Revival	Determined National Register–Eligible by the SHPO
8SL917	Banyon Belle Manor / 1001 South Indian River Drive	1905	Georgian Revival	Determined National Register–Eligible by the SHPO
8SL918	1009 South Indian River Drive	1925	Mission	Determined National Register–Eligible by the SHPO
8SL920	1029 South Indian River Drive	1920	Georgian Revival	Considered National Register–Eligible
8SL926	Peacock, O.L. House / 2211 South Indian River Drive	1920	Mediterranean Revival	Considered National Register–Eligible
8SL930	Leshner, Stephen House / 2501 South Indian River Drive	1920	Italian Renaissance Revival	Determined National Register–Eligible by the SHPO

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8SL931	Carlton-Vest House / 2507 South Indian River Drive	1920	Masonry Vernacular	Determined National Register–Eligible by the SHPO
8SL932	Casa Del Rio / 2513 South Indian River Drive	1920	Italian Renaissance Revival	Determined National Register–Eligible by the SHPO
8SL933	Phelps, Babe House / 2521 South Indian River Drive	1935	Monterey	Determined National Register–Eligible by the SHPO
8SL1599	Shadetree Studio / 2900 Old Dixie Highway	1950	Frame Vernacular	Determined National Register–Eligible by the SHPO
8SL1922	East Coast Packers / 2130 Old Dixie Highway	1950	Industrial Vernacular	Considered National Register–Eligible

**Table 40. Martin County Significant Resource Group Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Resource Type</b>	<b>National Register Status</b>
8MT1573	Witham Field Airport	Mixed District	Considered National Register–Eligible

**Table 41. Martin County Significant Historic Linear Resource Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Resource Type</b>	<b>National Register Status</b>
8MT1621	Dixie Highway	Linear Resource	Determined National Register–Eligible by the SHPO

**Table 42. Martin County Significant Historic Resources Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8MT46	George W. Parks Store / Stuart Feed / 101 South Flagler Avenue	1901	Frame Vernacular	Determined National Register–Eligible by the SHPO
8MT84	Fern Building / 73 West Flagler Avenue	c. 1950	Masonry Vernacular	Determined National Register–Eligible by the SHPO
8MT86	Lyric Theatre / 59 Southwest Flagler Avenue	c. 1926	Mediterranean Revival	National Register–Listed

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8MT130	East Coast Lumber and Supply / 49 Southwest Flagler Avenue	1917	Frame Vernacular	Determined National Register–Eligible by the SHPO
8MT131	Hobe Sound Cabinetry / 500 South Dixie Highway	1917 - c. 1926	Masonry Vernacular	Determined National Register–Eligible by the SHPO
8MT307	Crary House / 161 Southwest Flagler Avenue	1925	Tudor Revival	Considered National Register–Eligible
8MT838	12200 Southeast Nassau Street	c. 1941	Frame Vernacular	Considered National Register–Eligible
8MT1066	250 North Flagler Road	c. 1940	Masonry Vernacular	Considered National Register–Eligible

**Table 43. Palm Beach County Significant Historic District Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Resource Type</b>	<b>National Register Status</b>
8PB13340	Kelsey City Layout	Historic District	Considered National Register–Eligible

**Table 44. Palm Beach County Significant Historic Cemetery Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Date Est.</b>	<b>National Register Status</b>
8PB218	Evergreen Cemetery	1916	Considered National Register–Eligible; Listed on City of West Palm Beach Local Register

**Table 45. Palm Beach County Significant Historic Resource Identified Within the North-South Corridor Indirect APE**

<b>FMSF #</b>	<b>Site Name / Address</b>	<b>Const. Date</b>	<b>Style</b>	<b>National Register Status</b>
8PB6064	St. John's Baptist Church / 2010 A. E. Isaacs Avenue	1929	Mission	Considered National Register–Eligible

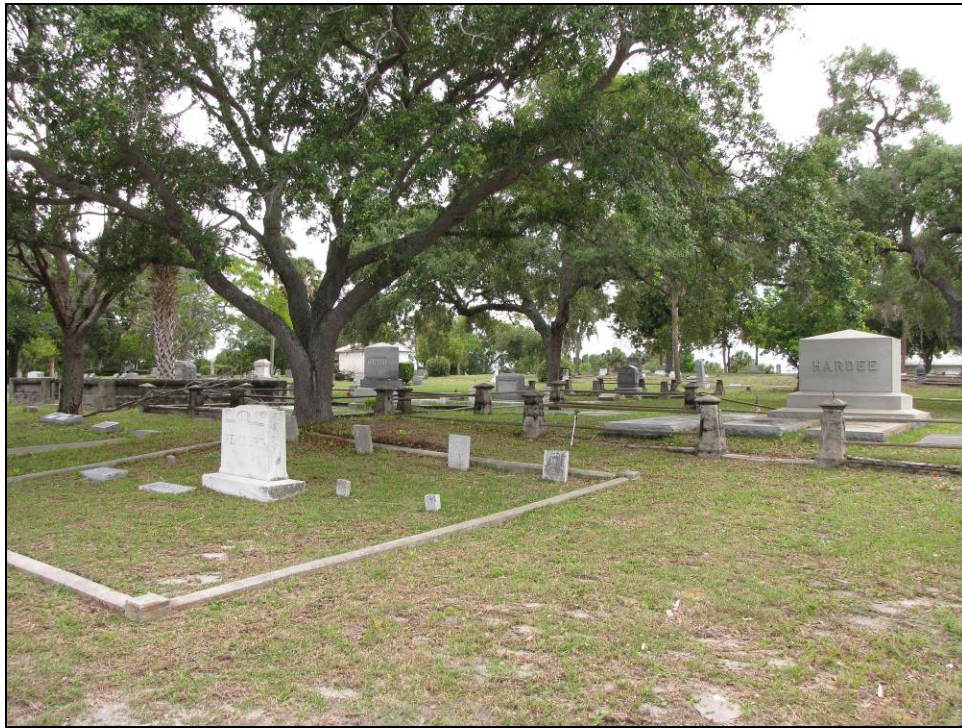
**Significant Historic Resources within the North-South Corridor Indirect APE  
(Brevard County)**



**Figure 39: Union Cypress Saw Mill Historic District (BR2173), from the corner of Main Street and Church Street, facing Northeast**



**Figure 40: Hilltop Cemetery (8BR1724), facing Southeast**



**Figure 41: Cocoa Cemetery (8BR1777), facing Southwest**



**Figure 42: Former Florida East Coast Railway Train Station / 317 Rosa Jones Drive (8BR2779), facing Southwest**



**Figure 43: Florida Power & Light Company Ice Plant / 1604 South Harbor City Boulevard (8BR215), facing Northwest**



**Figure 44: Marion S. Whaley Citrus Packing House / 2275 Rockledge Boulevard West (8BR759), facing Northwest**



**Figure 45: Mattie Lamar House / 361 Stone Street (8BR1163), facing South**



**Figure 46: Jorgensen's General Store / 5390 US Highway 1 (8BR1710), facing Northwest**



**Figure 47: Cocoa Cemetery Storage Building / 101 North Cocoa Boulevard (8BR1723),  
facing Southwest**



**Figure 48: Ashley's Cafe & Lounge / 1609 Rockledge Boulevard West (8BR1739),  
facing Northwest**



**Figure 49: Rockledge Gardens Nursery and Landscaping / 2153 Rockledge Boulevard West (8BR1741), facing Southwest**



**Figure 50: Bohn Equipment Company / 255 Olive Street (8BR1765), facing Southeast**

**Significant Historic Resources within the North-South Corridor Indirect APE  
(Indian River County)**



**Figure 51: McKee Jungle Gardens (8IR859), facing Southeast**



**Figure 52: Dixie Highway (8IR1519), facing South from?**



**Figure 53: FDOT Bridge No. 880001 (8IR1516), facing Southeast**



**Figure 54: Vero Railroad Station / 2336 14<sup>th</sup> Avenue (8IR68), facing Northeast**



**Figure 55: George Armstrong Braddock House / 1309 Louisiana Avenue (8IR99), facing West**



**Figure 56: Baughman House / 1525 North Louisiana Avenue (8IR100), facing Northwest**



**Figure 57: 5056 North Old Dixie Highway (8IR388), facing Southeast**



**Figure 58: Old Vero Beach Community Building / 2146 14<sup>th</sup> Avenue (8IR624), facing Northeast**



**Figure 59: Hall Of Giants, McKee Jungle Gardens / US 1 and 4<sup>th</sup> Street (8IR858), facing Northeast**



**Figure 60: Vero Beach Diesel Power Plant / 1133 19<sup>th</sup> Place (8IR975), facing Southeast**



**Figure 61: Vero Beach Community Center / 2266 14<sup>th</sup> Avenue (8IR1464), facing East**



**Figure 62: 1146 21<sup>st</sup> Street (8IR1475), facing Southeast**

**Significant Historic Resources within the North-South Corridor Indirect APE  
(St. Lucie County)**



**Figure 63: Edgar Town Historic District, along the West side of North 2<sup>nd</sup> Street, (8SL2801), facing Southwest**



**Figure 64: Fairmont Manor / 5707 South Indian River Drive (8SL78), facing Northwest**



**Figure 65: 9015 South Indian River Drive (8SL220), facing Southwest**



**Figure 66: 6109 South Indian River Drive (8SL229), facing West**



**Figure 67: 5309 South Indian River Drive (8SL234), facing West**



**Figure 68: Riverhill / 4625 South Indian River Drive (8SL236), facing Southwest**



**Figure 69: Britt House / 4511 South Indian River Drive (8SL237), facing Southwest**



**Figure 70: N.E. Card House / 3915–3917 Indian River Drive (8SL238), facing Southwest**



**Figure 71: Hoskins House / 2929 North Indian River Drive (8SL247), facing Southwest**



**Figure 72: Old Fort Pierce City Hall / 315 "A" Avenue (8SL289), facing Southwest**



**Figure 73: Sunrise Theater / 117 2<sup>nd</sup> Street South (8SL799), facing Southwest**



**Figure 74: 601 South 2<sup>nd</sup> Street (8SL825), facing Southwest**



**Figure 75: Frank Tyler House / 519 2<sup>nd</sup> Street South (8SL826), facing West**



**Figure 76: Banyon Belle Manor / 1001 South Indian River Drive (8SL917), facing Northwest**



**Figure 77: 1009 South Indian River Drive (8SL918), facing West**



**Figure 78: 1029 South Indian River Drive (8SL920), facing West**



**Figure 79: O. L. Peacock House / 2211 South Indian River Drive (8SL926), facing Northwest**



**Figure 80: Stephen Leshner House / 2501 South Indian River Drive (8SL930), facing Northwest**



**Figure 81: Carlton-Vest House / 2507 South Indian River Drive (8SL931), facing Northwest**



**Figure 82: Casa Del Rio / 2513 South Indian River Drive (8SL932), facing West**



**Figure 83: Babe Phelps House / 2521 South Indian River Drive (8SL933), facing Southwest**



**Figure 84: Shadetree Studio / 2900 Old Dixie Highway (8SL1599), facing Southeast**



**Figure 85: East Coast Packers / 2130 Old Dixie Highway (8SL1922), facing Southeast**

**Significant Historic Resources within the North-South Corridor Indirect APE  
(Martin County)**



**Figure 86: Witham Field Airport (8MT1573), facing South**



**Figure 87: Dixie Highway (8MT1621), facing North**



**Figure 88: George W. Parks Store / Stuart Feed / 101 South Flagler Avenue (8MT46), facing East**



**Figure 89: Fern Building / 73 West Flagler Avenue (8MT84), facing North**



**Figure 90: Lyric Theatre / 59 Southwest Flagler Avenue (8MT86), facing Southeast**



**Figure 91: East Coast Lumber and Supply / 49 Southwest Flagler Avenue (8MT130), facing West**



**Figure 92: Hobe Sound Cabinetry / 500 South Dixie Highway (8MT131), facing West**



**Figure 93: Crary House / 161 Southwest Flagler Avenue (8MT307), facing Northeast**



**Figure 94: 12200 Southeast Nassau Street (8MT838), facing South**



**Figure 95: 250 North Flagler Road (8MT1066), facing Northeast**

**Significant Historic Resources within the North-South Corridor Indirect APE  
(Palm Beach County)**



**Figure 96: 10<sup>th</sup> Street within the Kelsey City Layout (8PB13340), facing Southwest**



**Figure 97: Evergreen Cemetery (8PB218), facing South**



**Figure 98: St. John's Baptist Church / 2010 A. E. Isaacs Avenue (8PB6064), facing Southeast**

## **Historic Districts Adjacent to the North-South Corridor At-Grade Crossings**

As a result of the reconnaissance survey and background research, nine at-grade crossings were identified within or adjacent to one National Register–eligible historic district and two considered National Register–eligible historic districts located along the North-South Corridor. Three at-grade crossings are located adjacent to the National Register–eligible Union Cypress Historic District (8BR2173) in Brevard County, four at-grade crossings are located within the National Register–eligible Edgartown Historic District (8SL2801) in St. Lucie County, and two at-grade crossings are located within and adjacent to the National Register–eligible Kelsey City Layout Historic District (8PB13340) in Palm Beach County. The locations of the at-grade crossings relative to the identified historic districts are illustrated on the maps in Appendix F and listed in Table 46.

**Table 46. At-Grade Crossings Located Within or Adjacent to National Register–Eligible or Considered National Register–Eligible Historic Districts and Corresponding Map Number**

Street Name	Adjacent Historic District(s)	Map No. In Appendix F
Brevard County		
Line Street	National Register–eligible Union Cypress Historic District (8BR2173)	Map 21
Jernigan Avenue		
University Boulevard East		
St. Lucie County		
Avenue H	Considered National Register–eligible Edgartown Historic District (8SL2801)	Map 54
Seaway Drive		
Avenue D		
Avenue C/AE Backus Avenue		
Palm Beach County		
Old Dixie Highway/Park Avenue	Considered National Register–eligible Kelsey City Layout Historic District (8PB13340)	Map 91
Silver Beach Road		

## CONCLUSIONS

The CRAR of the All Aboard Florida (AAF) Passenger Rail Project (Project) from Orlando to West Palm Beach was undertaken at the request of AAF – Operations LLC by Janus Research of Tampa, Florida. The overall Project proposes implementing a privately owned, operated, and maintained intercity passenger rail service that will connect downtown Miami, Florida to downtown West Palm Beach, Florida with one stop in downtown Fort Lauderdale, Florida with continuing service to Orlando, Florida. To accommodate this, the Project proposes improvements to existing rail line within the existing FEC Railway Corridor Main Line ROW; addition of new or modified rail within the existing FEC Railway Corridor Main Line ROW; construction of new rail line along the SR 528 transportation corridor; construction of new passenger rail stations in Miami, Fort Lauderdale, West Palm Beach, and Orlando; upgrades to numerous bridges, highway crossings, and pedestrian crossings; addition of new track signal controls at key intersections; and construction of a new VMF near the Orlando station terminus. The objective of this survey was to identify cultural resources within the APE and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4.

### Airport Rail Alignment and VMF

The archaeological APE for the Airport Rail Alignment and VMF is included entirely within the boundaries of archaeological investigations conducted for *An Archaeological and Historical Survey of the Proposed Curtis H. Stanton Energy Center Railroad* (Randy and de la Fuente 1981), *Improvements to the Orlando International Airport* (Browning 1977), and the *CRAS of the GOAA's South Terminal Complex EA in Orange County, Florida* (Janus Research 1998). A review of these previous surveys and an updated search of the FMSF data identified one previously recorded archaeological site within the archaeological resources APE established for the Airport Rail Alignment and VMF. South Terminal Northeast (8OR8277) is located within the Airport Rail Alignment in Orange County and is a low-density precolumbian lithic scatter consisting of two lithic waste flakes. The SHPO previously determined this site to be ineligible for listing in the National Register in 1998.

These three aforementioned surveys also included the entirety of the historic APE for the Airport Rail Alignment and VMF. Since additional resources could have become historic since these previous surveys were conducted, an updated desktop was undertaken. The updated desktop survey resulted in the identification of no historic resources located within the APE for the Airport Rail Alignment and VMF.

### East-West Corridor

The archaeological APE for the East-West Corridor is contained partially within the boundaries of the APE developed for the *CRAS for the SR 528 PD&E Study from SR 520 to the Port Canaveral Terminal B Interchange, Orange and Brevard Counties* (Janus Research 2005) and the *CRAS of the Proposed Magnolia Ranch Development Site, Orange County, Florida* (Piper Archaeology 1990). An updated search of the FMSF data was conducted to

identify previously recorded sites within and adjacent to the East-West Corridor. Subsurface testing was conducted within previously unsurveyed areas located within the expected preferred alternative (Alternative E and the common elements on both the eastern and western ends of the East-West Corridor). No previously recorded or newly recorded archaeological sites were identified within the archaeological APE for the East-West Corridor as a result of the current survey. Access to a portion of the East-West Corridor located within one private landowner's property was not yet coordinated during the current survey. Once access is coordinated, a supplemental addendum report will be completed to document the results of pedestrian survey and subsurface testing conducted within this portion of the East-West Corridor.

The historic resources survey for the AAF Railway East-West Corridor resulted in the identification of nine historic resources within the APE. Of the identified historic resources, six have been previously recorded (8BR1735, 8BR1736, 8OR9851, 8BD1870, 8BD2697, and 8OR9850) and three are newly recorded (8BR3066, 8BR3067, and 8BR3068). These resources consist of five historic buildings (8BR1735, 8BR1736, 8BR3066, 8BR3067, and 8BR3068), one historic resource group (8OR9851), and three historic linear resources (8BD1870, 8BD2697, and 8OR9850). All of the previously recorded historic resources with the exception of the National Register-eligible Florida East Coast Railroad (8BR1870) have already been determined ineligible for inclusion in the National Register by the SHPO. The three newly recorded historic buildings identified within the project APE are considered ineligible for listing in the National Register either individually or as part of a district. A FMSF form for each of these three historic resources is included in Appendix A. Previously completed FMSF forms for historic resources along the East West Corridor are also included in Appendix A.

### **North-South FEC Railway Corridor Main Line**

The archaeological APE for the North-South FEC Railway Corridor Main Line is included entirely within the APE established for the *FEC Amtrak Passenger Rail Project Volume I: A Cultural Resource Assessment Survey of the FEC Mainline in Brevard, Duval, Flagler, Indian River, Martin, Palm Beach, St. Johns, St. Lucie, and Volusia Counties, Florida* (PCI and Janus Research 2010). An updated search of the FMSF data was conducted to identify previously recorded sites within and adjacent to the FEC Railway Corridor Main Line ROW. Due to its ongoing use as an active freight line with frequent train traffic, subsurface archaeological testing was not feasible within the FEC ROW for reasons of safety.

Five previously recorded archaeological sites were identified within the archaeological APE for the North-South FEC Railway Corridor Main Line. One archaeological site (8IR846) was identified within the Indian River County segment of the APE; one site (8MT1287) was identified within the Martin County segment of the APE; and three previously recorded sites (8SL41, 8SL1136, and 8SL1772) were identified within the St. Lucie County segment of the APE. While none of these five previously recorded archaeological sites are National Register-listed, and none have been previously determined by the SHPO to be National Register-eligible, 8MT1287 and 8SL41 were evaluated by the initial Florida Master Site File

(FMSF) recorder as potentially National Register-eligible. No previously recorded archeological sites were identified within the Brevard or Palm Beach county segments of the North-South FEC Railway Corridor Main Line APE.

The FEC Railway (8BR1870/8IR1497/8IR1518/8SL3014/8MT1391/8MT1450/8PB12102) has been previously determined by SHPO to be eligible for listing in the National Register as a linear historic district. Previously completed FMSF forms for the railway are included in Appendix B.

Thirteen historic railway bridges were identified within the North-South FEC Railway Corridor Main Line ROW APE (8BR3058, 8BR3059, 8BR3060, 8BR3061, 8BR3062/8IR1569, 8SL3191, 8SL3192, 8MT1623, 8MT1382, 8MT1624, 8MT1625, 8MT1626, and 8PB16041). FMSF forms were completed for each bridge, and are included in Appendix C. With the exception of 8SL3192 which is non-contributing, each identified bridge is considered a contributing resource within the National Register-eligible FEC Railway linear historic district. Four of these bridges 8BR3058, 8BR3062/8IR1569, 8MT1382, and 8PB16041 are also considered individually eligible for listing in the National Register.

The only FEC Railway owned or associated resource identified within the FEC Railway Corridor Main Line ROW was the Florida East Coast Railroad Platform Structural Remains (8IR1049). Due to lack of remaining materials, this resource is considered ineligible for inclusion in the National Register on an individual basis, and is also considered non-contributing to the FEC Railway linear historic district. An FMSF form this resource is included in Appendix C. While dates of construction were not available for all resources within the FEC Railway Corridor Main Line ROW, the resources visible within the ROW appear non-historic and ineligible for inclusion in the National Register.

A total of 60 significant historic resources were identified adjacent to the North-South FEC Railway Corridor Main Line ROW within the project limits during the Reconnaissance Survey. These include 12 in Brevard County, 12 in Indian River County, 23 in St. Lucie County, 10 in Martin County, and three in Palm Beach County.

Along the North-South FEC Railway Corridor Main Line three at-grade crossings are located adjacent to one National Register-eligible historic district in Brevard County (Union Cypress Saw Mill Historic District [8BR2173]); four at-grade crossings are located within a considered National Register-eligible historic district in St. Lucie County (Edgar Town Historic District [8SL2801]); and two at-grade crossings are located within and adjacent to a considered National Register-eligible Kelsey City Layout (8PB13340) in Palm Beach County.

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**APPENDIX A:**

**NEW AND PREVIOUSLY RECORDED FMSF FORMS  
FOR THE EAST-WEST CORRIDOR APE**



# HISTORICAL STRUCTURE FORM

Electronic Version 1.1.0

Site #8 BR01735

Recorder #

Field Date 1/19/2011

Form Date 2/23/2011

FormNo 201101

FormNo = Field Date (YYYYMM)

First Site Form Recorded for this Site? NO

## GENERAL INFORMATION

Site Name (address if none) 2417 N Cocoa Blvd

Multiple Listing (DHR only)

Other Names

>>

Survey or Project Name Historic Structures Survey along US 1

Survey#

National Register Category Building(s)

## LOCATION & IDENTIFICATION

Address

Street No.	Direction	Street Name	Street Type	Direction Suffix
2417	North	Cocoa	Boulevard	

Cross Streets (nearest/ between) Belmont Rd/N Cocoa Blvd

City / Town (within 3 miles) Cocoa

In Current City Limits? YES

County Brevard

Tax Parcel #(s) 24-36-17-53-00018.0-0011.00

Subdivision Name Carlton Terrace, Amended

Block 18

Lot 11,12

Ownership Private-Corporate-for Profit

Name of Public Tract (e.g., park)

Route to (especially if no street address)

## MAPPING

USGS 7.5' Map Name

Publication Date

>> COURTENAY;1976

Township:

Range:

Section:

1/4 section:

>> 24S ;36E ;17;UNSP

Irregular Section Name:

Landgrant

UTM: Zone

Easting

Northing

Plat or Other Map (map's name, location)

## DESCRIPTION

Style Frame Vernacular

Other Style

Exterior Plan Rectangular

Other Exterior Plan

Number of Stories 1

Structural System(s)

>>

Wood frame

Other Structural System(s)

Foundation Type(s)

>>

Continuous

Other Foundation Types

Foundation Material(s)

>>

Concrete Block

Other Foundation Material(s)

Exterior Fabric(s)

>>

Stucco

Other Exterior Fabric(s)

Roof Type(s)

>>

Gable

Other Roof Type(s)

Roof Material(s)

>>

Composition shingles

Other Roof Material(s)

Roof Secondary Structure(s) (dormers etc)

>>

Not applicable

Other Roof Secondary Structure(s)

Number of Chimneys 0

Chimney Material

Other Chimney Material(s)

Chimney Location(s)

# HISTORICAL STRUCTURE FORM

8BR01735

## DESCRIPTION (continued)

Window Descriptions 1/1 metal SHS windows and 1/1 wood SHS windows with ornamental shutters

Main Entrance Description (stylistic details) east facade, sheltered beneath gable roof porch w/lattice & turned wood posts siding, accessed by wood ramp & step

Porches: #open 1 #closed        #incised        Location(s) E/entry/1x1/lattice/turned wood railing/E

Porch Roof Types(s) gable

Exterior Ornament ornamental shutters, lattice on porch, vertical wood siding infill, rectangular gable vents, stone veneer

Interior Plan Unknown

Other Interior Plan       

Condition Fair

### Structure Surroundings

Commercial: MOSTly this category Residential: SOME of this category

Institutional: SOME of this category Undeveloped: NONE of this category

Ancillary Features (Number / type of outbuildings, major landscape features)       

Archaeological Remains (describe):       

If archaeological remains are present, was an Archaeological Site Form completed?       

Narrative Description (optional)       

## HISTORY

Construction year c1949

Architect (last name first): unknown

Builder (last name first): unknown

### Changes in Locations or Conditions

Type of Change	Year of Change	Date Change Noted	Description of Changes
>> <u>Altered-not to standards;;;non-hist stucco siding &amp; stone veneer</u>			

### Structure Use History

Use        Year Use Started        Year Use Ended        >> Private residence;;

Other Structure Uses       

Ownership History (especially original owner, dates, profession, etc.)       

## RESEARCH METHODS

Research Methods        >> Examine local property records

Other research methods       

## SURVEYOR'S EVALUATION OF SITE

Potentially Eligible for a Local Register? NO

Name of Local Register if Eligible       

Individually Eligible for National Register? NO

Potential Contributor to NR District? NO

Area(s) of historical significance       

>>       

Other Historical Associations       

Explanation of Evaluation (required) Due to its lack of architectural distinction and significant historical associations, 8BR1735 does not meet the minimum criteria for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

# HISTORICAL STRUCTURE FORM

8BR01735

## DOCUMENTATION (Photos, Plans, etc.)

Photographic Negatives or Other Collections Not Filed with FMSF Including Field Notes, Plans, other Important Documents

Document type: \_\_\_\_\_

Maintaining Organization: \_\_\_\_\_

File or Accession #: \_\_\_\_\_

Descriptive Information: \_\_\_\_\_

>> All materials one location; Southeastern Archaeological Research; 2605-11001T; photos, maps, field notes, aerials

## RECORDER INFORMATION

Recorder Name (Last, First) VanDyke, Ryan

Recorder Address / Phone 315 NW 138th Terrace, Newberry, FL 32669/352-333-0049

Recorder Affiliation Southeastern Archaeological Research Other Affiliation \_\_\_\_\_

Is a Text-Only Supplement File Attached (Surveyor Only)? \_\_\_\_\_

## \*\*\*\*\* MASTER SITE FILE USE ONLY \*\*\*\*\*

Cultural Resource Type:

Electronic Form Used:

Form Type Code:

Form Quality Ranking:

Form Status Code:

Supplement Information Status:

Supplement File Status:

Form Comments: \_\_\_\_\_

SHPO's Evaluation of Resource

Not Eligible Date 6/24/2011 GLJ

FMSF Staffer:

Computer Entry Date:

### REQUIRED PAPER ATTACHMENTS

- (1) USGS 7.5" MAP WITH STRUCTURE PINPOINTED IN RED
- (2) LARGE SCALE STREET OR PLAT MAP
- (3) PHOTO OF MAIN FACADE, B&W, AT LEAST 3"X5"



8BR1735\_a Facing North.JPG



8BR1735\_b Facing West.JPG



8BR1735\_c Facing South.JPG

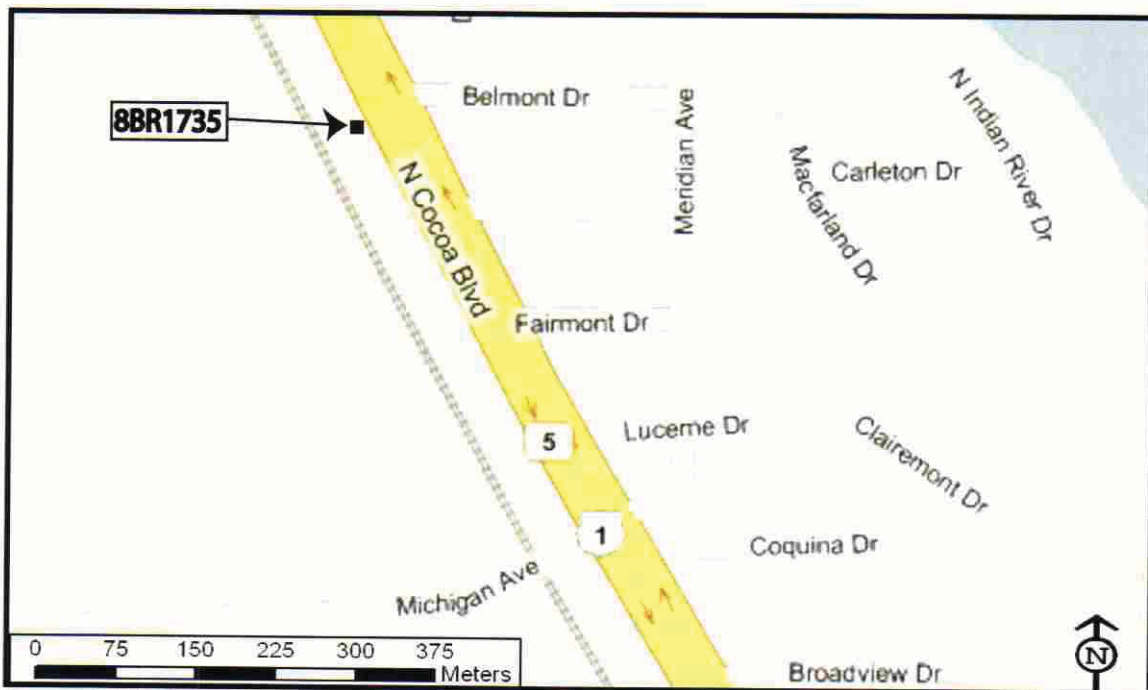


8BR1735\_d Facing Southeast.JPG

# **8BR1735** **at 2417 N Cocoa Boulevard**



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Copyright 2011. Microsoft Corp. and/or its suppliers. All rights reserved.



# HISTORICAL STRUCTURE FORM

Electronic Version 1.1.0

Site #8 BR01736

Recorder #

Field Date 1/19/2011

Form Date 2/23/2011

FormNo 201101

FormNo = Field Date (YYYYMM)

First Site Form Recorded for this Site? NO

## GENERAL INFORMATION

Site Name (address if none) 2507 N Cocoa Blvd

Multiple Listing (DHR only)

Other Names

>>

Survey or Project Name Historic Structures Survey along US 1

Survey#

National Register Category Building(s)

## LOCATION & IDENTIFICATION

Address

Street No.	Direction	Street Name	Street Type	Direction Suffix
2507	North	Cocoa	Boulevard	

Cross Streets (nearest/ between) Bellaire Dr/N Cocoa Blvd

City / Town (within 3 miles) Cocoa

In Current City Limits? YES

County Brevard

Tax Parcel #(s) 24-36-17-53-00018.0-0001.00

Subdivision Name Carlton Terrace, Amended

Block 18

Lot 1-10

Ownership Private-Corporate-for Profit

Name of Public Tract (e.g., park)

Route to (especially if no street address)

## MAPPING

USGS 7.5' Map Name

Publication Date

>> COURTENAY;1976

Township:

Range:

Section:

1/4 section:

>> 24S ;36E ;17;UNSP

Irregular Section Name:

Landgrant

UTM: Zone

Easting

Northing

Plat or Other Map (map's name, location)

## DESCRIPTION

Style Masonry Vernacular

Other Style

Exterior Plan Irregular

Other Exterior Plan

Number of Stories 1

Structural System(s)

>>

Concrete block

Other Structural System(s)

Foundation Type(s)

>>

Slab

Other Foundation Types

Foundation Material(s)

>>

Poured Concrete Footing

Other Foundation Material(s)

Exterior Fabric(s)

>>

Concrete block

Other Exterior Fabric(s)

Roof Type(s)

>>

Gable

Other Roof Type(s)

Roof Material(s)

>>

Composition shingles

Other Roof Material(s)

Roof Secondary Structure(s) (dormers etc)

>>

Not applicable

Other Roof Secondary Structure(s)

Number of Chimneys 0

Chimney Material

Other Chimney Material(s)

Chimney Location(s)

# HISTORICAL STRUCTURE FORM

8BR01736

## DESCRIPTION (continued)

Window Descriptions casement windows

Main Entrance Description (stylistic details) Multiple entry doors along east façade sheltered by shed roof porch, attached garage to south

Porches: #open 1 #closed      #incised      Location(s) E/entry/covered walkway/E, N

Porch Roof Types(s) shed

Exterior Ornament     

Interior Plan Unknown

Other Interior Plan     

Condition Fair

### Structure Surroundings

Commercial: MOSTly this category

Residential: SOME of this category

Institutional: SOME of this category

Undeveloped: NONE of this category

Ancillary Features (Number / type of outbuildings, major landscape features) Large gable roof pavilion to north.

Archaeological Remains (describe):     

If archaeological remains are present, was an Archaeological Site Form completed?     

Narrative Description (optional)     

## HISTORY

Construction year c1940

Architect (last name first): unknown

Builder (last name first): unknown

### Changes in Locations or Conditions

Type of Change	Year of Change	Date Change Noted	Description of Changes
>> Addition;;; gable roof garage attached to south			

### Structure Use History

Use      Year Use Started      Year Use Ended      >> Commercial unspecified;;

Other Structure Uses     

Ownership History (especially original owner, dates, profession, etc.)     

## RESEARCH METHODS

Research Methods      >> Examine local property records

Other research methods     

## SURVEYOR'S EVALUATION OF SITE

Potentially Eligible for a Local Register? NO

Name of Local Register if Eligible     

Individually Eligible for National Register? NO

Potential Contributor to NR District? NO

Area(s) of historical significance     

>>     

Other Historical Associations     

Explanation of Evaluation (required) Due to its lack of architectural distinction and significant historical associations, 8BR1736 does not meet the minimum criteria for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

# HISTORICAL STRUCTURE FORM

8BR01736

## DOCUMENTATION (Photos, Plans, etc.)

Photographic Negatives or Other Collections Not Filed with FMSF. Including Field Notes, Plans, other Important Documents.

Document type: \_\_\_\_\_

Maintaining Organization: \_\_\_\_\_

File or Accession #: \_\_\_\_\_

Descriptive Information: \_\_\_\_\_

>> All materials one location; Southeastern Archaeological Research; 2605-11001T; photos, maps, field notes, aerials

## RECORDER INFORMATION

Recorder Name (Last, First) VanDyke, Ryan

Recorder Address / Phone 315 NW 138th Terrace, Newberry, FL 32669/352-333-0049

Recorder Affiliation Southeastern Archaeological Research Other Affiliation \_\_\_\_\_

Is a Text-Only Supplement File Attached (Surveyor Only)? \_\_\_\_\_

## \*\*\*\*\* MASTER SITE FILE USE ONLY \*\*\*\*\*

Cultural Resource Type:

Electronic Form Used:

Form Type Code:

Form Quality Ranking:

Form Status Code:

SHPO's Evaluation of Resource

Not Eligible Date 6/24/2011  
GLJ

Supplement Information Status:

Supplement File Status:

FMSF Staffer:

Computer Entry Date:

Form Comments: \_\_\_\_\_

### REQUIRED PAPER ATTACHMENTS

- (1) USGS 7.5" MAP WITH STRUCTURE PINPOINTED IN RED
- (2) LARGE SCALE STREET OR PLAT MAP
- (3) PHOTO OF MAIN FACADE, B&W, AT LEAST 3"X5"



8BR1736\_a Facing Northeast.JPG



8BR1736\_b Facing North.JPG



8BR1736\_c Facing Northwest.JPG



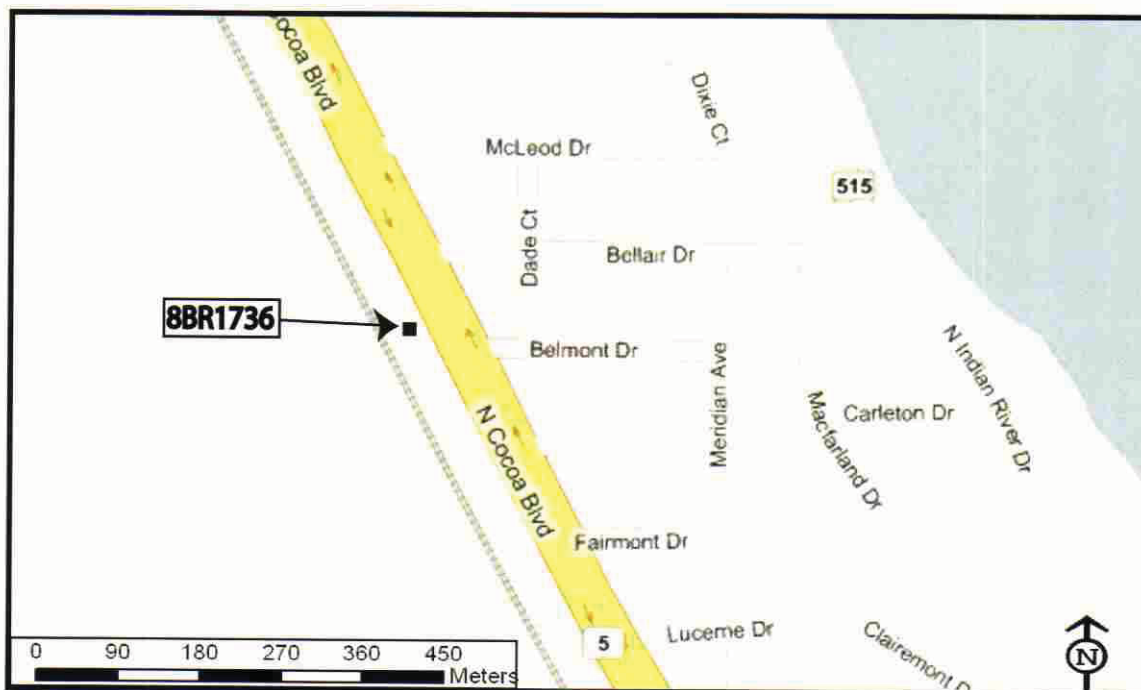
8BR1736\_d Outbuilding Facing Southwest.JPG



# **8BR1736** **at 2507 N Cocoa Boulevard**



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# RESOURCE GROUP FORM

Districts, Landscapes, Building Complexes

Electronic Version 2.2.0

Site # **BR01870**

Recorder #

Field Date **1/20/2011**

Form Date **2/23/2011**

FormNo **201101**

FormNo = Field Date (YYYYMM)

Original? **NO**

NOTE: Use this form to document resources described in the box below. In each case, multiple contributing (and non-contributing) cultural resources should also be documented individually at the Site File. Do not use this form for NR multiple property submissions: NR multiple property submissions (MPSs) are treated as Site File manuscripts, while individual NR resources and districts listed under a given MPS cover each have the MPS manuscript number in the "FMSF Survey #" field.

**Designed Historic Landscape** Choose the category that best describes the Resource Group

- Historical district (coded "district" on NR Nomination) NON-archaeological district, buildings and NR structures only, NO archaeological sites
- Archaeological district (coded "district" on NR Nomination) archaeological sites only NO buildings or NR structures
- Mixed district (coded "district" on NR Nomination) both (1) archaeological sites and (2) cultural resources other than archaeological sites
- FMSF building complex (coded "building(s)" on NR Nomination) multiple buildings in close spatial and functional association. If this box is checked, as many as possible of the associated buildings must also be listed on the Site File.
- Designed historic landscape (coded "district" or "site" on NR Nomination) can include multiple resources (see *National Register Bulletin 18*, page 2 for more detailed definition and examples: e.g., parks, golf courses, campuses, resorts, etc.)
- Rural historic landscape (coded "district" or "site" on NR Nomination) can include multiple resources and not formally designed (see *National Register Bulletin, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for a more detailed definition and examples: e.g., farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)

Resource Group Name **Florida East Coast Railroad**

Multiple Listing (DHR only)

Alternate Names

>> **CSX Transportation**

Project Name **Historic Structures Survey along US 1**

FMSF Survey #

National Register Category **Site**

## LOCATION & MAPPING

Address

Street No.	Direction	Street Name	Street Type	Direction Suffix

County **Brevard**

Ownership Type **Private-Corporate-for Profit**

City / Town within 3 miles **Cocoa**

In Current City Limits? **YES**

Mapping

USGS 7.5' Map Name

Publication Date

>> **SHARPES; 1992**

Township:

Range:

Section:

1/4 section:

>> **24S ; 36E ; 701; East Half**

Irregular Section Name:

Name of Public Tract (e.g., park)

Landgrant

Verbal Description of Boundaries (Description does not replace required map) **runs parallel to US 1 (Cocoa Blvd) on the west side through City of Cocoa**

Plat or other map (map's name, originating office with location)

## REQUIRED PAPER ATTACHMENTS

- (1) Photocopied USGS 7.5' map with district borders in red
- (2) Street map or plat or aerial, at least 1"=400' scale; resources mapped & labeled
- (3) At least one B&W photographic print at least 3X5: general streetscape or view required; optional: aerial photographs, views of typical resources
- (4) Tabulation of all included resources (Name, FMSF #, Contributing? Y/N, resource category, street address or township-range-section if no address)

# RESOURCE GROUP FORM

Site #8

## DESCRIPTION & HISTORY

Construction Year (if applicable): c1886

Architect / Designer (last name first): \_\_\_\_\_

Builder (last name first): \_\_\_\_\_

Total number of individual resources included in this Resource Group; # of contributing: 1 # of non-contributing: 0

Time period(s) of significance: \_\_\_\_\_ >> American-19th century 1821-1899

Other time period(s) of significance (for archaeological districts use phase name and approximate dates; for historical districts, use date range, e.g. 1895-1925)

Narrative Description (NR Bulletin 16 pp. 61-63; attach supplementary file if a longer description is also needed) RR corridor features single- & double-track roadway & is lined on either side by border of dense vegetation and trees. RR roadway displays minimal amount of ground modification. RR bed contains layer of crushed-stone ballast & standard-gauge tracks.

## RESEARCH METHODS (select all that apply)

Research Methods \_\_\_\_\_ >> Examine local property records

Other research methods \_\_\_\_\_

## RECORDER'S OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? YES

Potentially eligible as contributor to a National Register district? NO

Area(s) of historical significance: \_\_\_\_\_ >> Transportation

Other Historical Associations: \_\_\_\_\_

Summary of Significance (Required, see NR Bulletin 16 p. 71-2.) Previously recorded, 8BR1870 was determined by SHPO to be NRHP eligible. Segment of 8BR1870 in current APE retains integrity of location, design, materials, & workmanship. It possesses associative value under Criterion A.

## FURTHER INFORMATION

Accessible Documentation or Collections NOT Filed with FMSF (e.g., planning department file; photo negatives; field notes)

Document type: \_\_\_\_\_

Maintaining Organization: \_\_\_\_\_

File or Accession #: \_\_\_\_\_

Descriptive Information: \_\_\_\_\_

>> All materials one location; Southeastern Archaeological Research; 2605-11001T; photos, maps, field notes, aerials

Recorder Name (Last, First) VanDyke, Ryan

Recorder Address / Phone 315 NW 138th Terrace, Newberry, FL 32669/352-333-0049

Affiliation Southeastern Archaeological Research

Other Affiliation \_\_\_\_\_

Is Text-only supplement file attached (Surveyor only)? \_\_\_\_\_

## MASTER SITE FILE USE ONLY

Cultural Resource Type: RG

Electronic Form Used: R101

Form Type Code: NORM

Form Quality Ranking: NEW

Form Status Code: SCAT

SHPO's Evaluation

Eligible Date 6/24/2011 GLJ

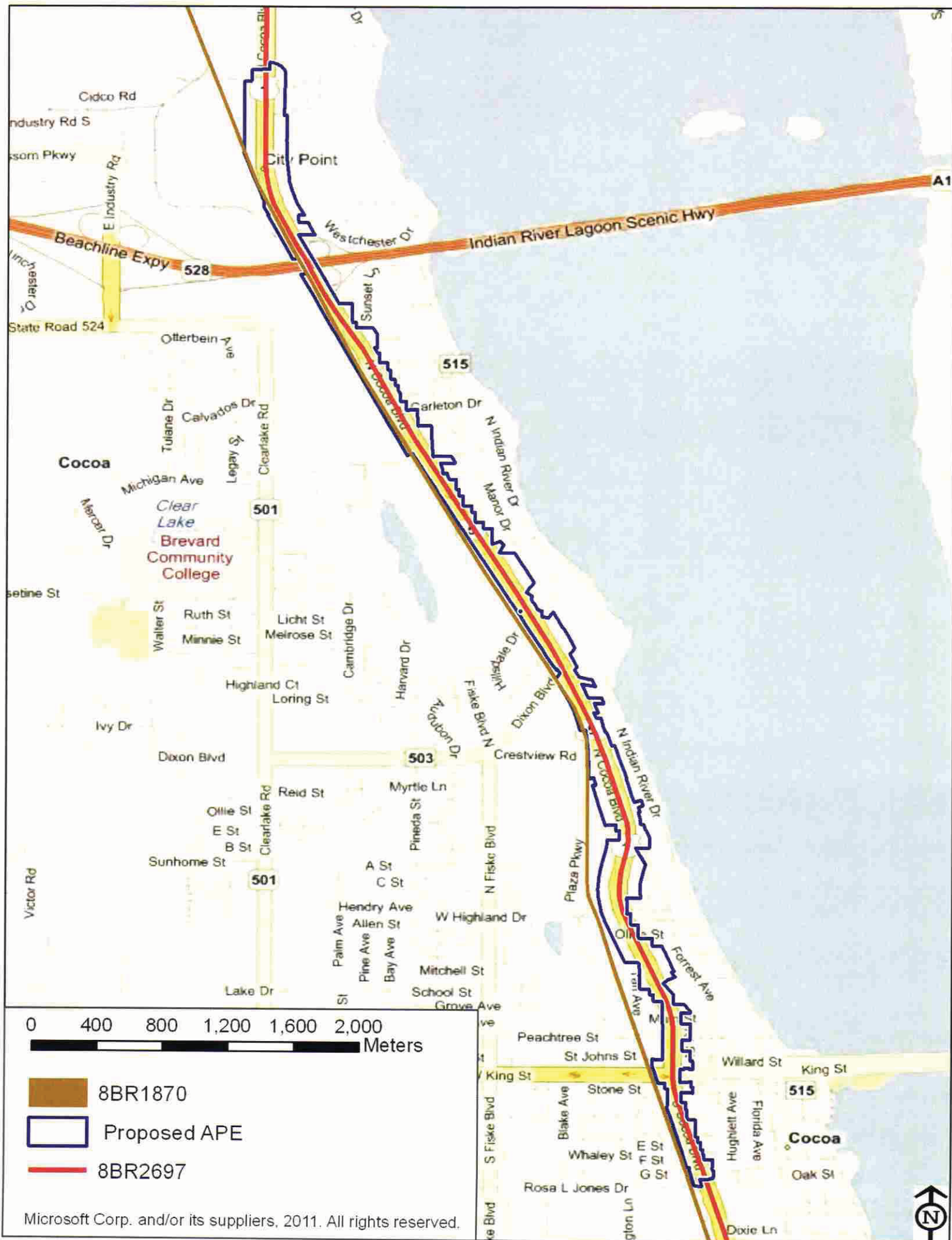
Supplement Information Status: NO SUPPLEMENT

Supplement File Status: NO SUPPLEMENT FILE

FMSF Staffer: \_\_\_\_\_

Computer Entry Date: 2/23/2011

Form Comments: \_\_\_\_\_





# RESOURCE GROUP FORM

## FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 BR1870  
 Recorder# \_\_\_\_\_  
 Field Date 04 / 27 / 2010  
 Form Date 06 / 28 / 2010

☐ Original  
☒ Update

**NOTE: Use this form to document districts, landscapes and building complexes** as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSS).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

### Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **FMSF building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☒ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Florida East Coast Railroad Multiple Listing [DHR only] \_\_\_\_\_  
 Project Name FEC Amtrak Passenger Rail FMSF Survey # 19159  
 National Register Category (please check one): ☐ building(s) ☐ structure ☐ district ☐ site ☐ object  
 Linear Resource Type (if applicable): ☐ canal ☒ railway ☐ road ☐ other (describe): \_\_\_\_\_  
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

## LOCATION & MAPPING

Address (if applicable, include N,S,E,W; #, St., Ave., etc.) FEC Railroad in Brevard County, from the northern county line to the southern county line including the Enterprise Branch running from Titusville towards the northwest.

City/Town (within 3 miles) Cocoa, Titusville, Melbourne In Current City Limits? ☒ yes ☐ no ☐ unknown

County or Counties (do not abbreviate) Brevard County

Name of Public Tract (e.g., park) \_\_\_\_\_

**For complete list of townships, ranges and sections, please see Required Attachments section.**

- 1) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: \_\_\_\_\_
- 2) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: \_\_\_\_\_
- 3) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: \_\_\_\_\_
- 4) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: \_\_\_\_\_

USGS 7.5' Map Name(s) & Date(s) (boundaries must be plotted on attached photocopy of map; label with map name and publication date) Maytown, Fla. 1950 (PR1980, MR1992), Oak Hill, Fla. 1949 (PR1970, MR1992), Aurantia, Fla. 1950 (PR1970), Mims, Fla. 1949 (PR1970, PI1989), Titusville, Fla. 1949 (PR1988), Sharpes, Fla. 1949 (PR1988, MR1992), Courtenay, Fla. 1949 (PR1988, MR1992), Cocoa, Fla. 1976, Eau Gallie, Fla. 1949 (PR1988), Melbourne West, Fla. 1949 (PR1988), Melbourne East, Fla. 1949 (PR1980), Grant, Fla. 1949 (PR1970), Fellamere, Fla. 1949 (PR1970, MR1992), Sebastian, Fla. 1949 (PR1970).

Plat, Aerial, or Other Map (map's name, originating office with location) \_\_\_\_\_

Landgrant \_\_\_\_\_

Verbal Description of Boundaries (description does not replace required map) The railroad line runs through Brevard County from the Volusia County line south to the Indian River County line.

### DHR USE ONLY

### OFFICIAL EVALUATION

### DHR USE ONLY

NR List Date ____/____/____	SHPO - Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date ____/____/____	Init. _____
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date ____/____/____	
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)		

## RESOURCE GROUP FORM

Site #8 BR1870

## HISTORY &amp; DESCRIPTION

Construction date: Exactly \_\_\_\_\_ (year) Approximately 1892 (year) Earlier than \_\_\_\_\_ (year) Later than \_\_\_\_\_ (year)  
 Architect/Designer (last name first): Henry Flagler Builder (last name first): Henry Flagler  
 Total number of individual resources included in this Resource Group: # of contributing \_\_\_\_\_ # of non-contributing \_\_\_\_\_  
 Time period(s) of significance (for prehistoric districts, use archaeological phase name and approximate dates; for historical districts, use date range(s), e.g. 1895-1925)  
Late 19<sup>th</sup> century and early 20<sup>th</sup> century to present.

Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) The Brevard County section of the FEC was constructed during the mid 1890s. The original FEC Railroad line, constructed by Henry Flagler, ran from Jacksonville, south to Key West. The FEC was a major contributor to the development of Florida during the early part of the 20<sup>th</sup> Century.

## RESEARCH METHODS (check all that apply)

- |  |   |   |  |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research           | <input type="checkbox"/> building permits         | <input type="checkbox"/> Sanborn maps              |
| <input checked="" type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory             | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps                 |
| <input checked="" type="checkbox"/> property appraiser / tax records   | <input type="checkbox"/> newspaper files            | <input type="checkbox"/> neighbor interview       | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey           | <input checked="" type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection      | <input type="checkbox"/> HABS/HAER record search   |
| <input type="checkbox"/> other methods (specify) _____                 |   |   |  |

Bibliographic References (use Continuation Sheet, give FMSF Manuscript # if relevant) \_\_\_\_\_

## OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☒ yes ☐ no ☐ insufficient information

Potentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient information

Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) The Florida East Coast Railroad has been in continuous operation for over 100 years, retaining its original name and track lines. Since the FEC has been a working railroad throughout its history, many of the original tracks, ties, and other parts of its original construction have been replaced and updated. It has served as a historic railroad transportation function associated with one of the state's railroad companies, the FEC, since the nineteenth century. In 2009 the SHPO evaluated this section of the FEC as potentially eligible for listing on the NRHP. Panamerican Consultants, Inc. agrees with this assessment.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)  
Community planning & development; Transportation

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s), (2) maintaining organization, (3) file or accession nos., and (4) descriptive information.

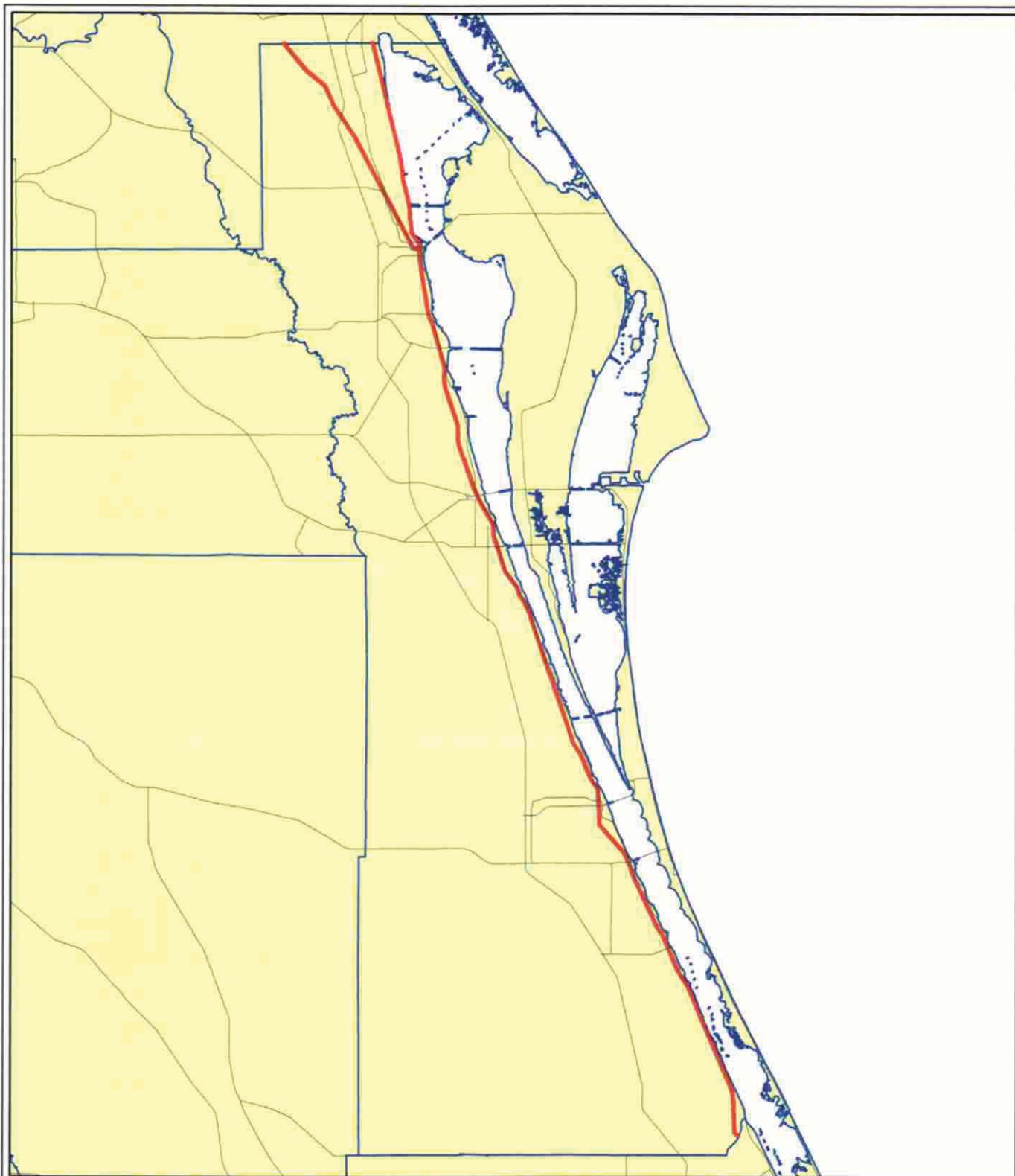
Field notes, maps, and digital photographs will be on file in the office of Panamerican Consultants, Tampa under accession number 30003.003.

## RECORDER INFORMATION

Recorder Name Bryce Rodgers

Recorder Contact Information (Address / Phone / Fax / Email) 1115 North Parsons Ave, Brandon, FL 33510 / 813-684-5200 / brodgers@panamconsultants.com

Recorder Affiliation Panamerican Consultants, Inc.



**Legend**

-  major road
-  county boundary
-  8BR1870



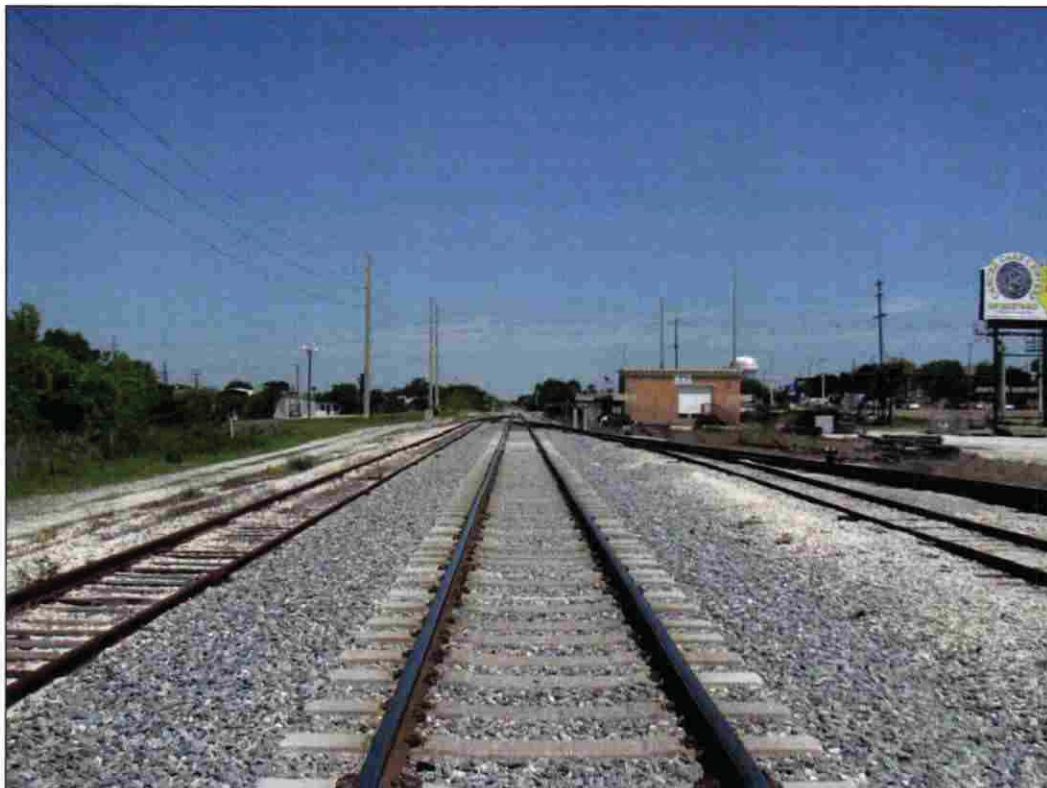
**8BR1870**

Brevard County

0 2 4 8 12 16 Miles

8BR1870 in relation to major roads in Brevard County

<b>Township</b>	<b>Range</b>	<b>Section</b>
20 South	34 East	04, 05, 09, 36, 54, 72, 75
	35 East	06, 07, 08, 32, 33
21 South	34 East	01
	35 East	04, 06, 07, 09, 16, 17, 18, 20, 21, 28, 29, 33, 34
22 South	35 East	03, 04, 10, 15, 22, 26, 27, 35
23 South	35 East	01, 02, 12, 13, 24, 25, 36
	36 East	31
24 South	36 East	06, 07, 17, 18, 20, 21, 28, 33
25 South	36 East	04, 09, 10, 14, 15, 23, 26, 35, 36
26 South	36 East	01, 12, 13
	37 East	18, 19, 30, 31, 32
27 South	37 East	05, 08, 09, 16, 21, 27, 28, 34
28 South	37 East	02, 03, 11, 13, 14, 24, 25
	38 East	30, 31
29 South	38 East	05, 06, 08, 16, 17, 21, 28, 33, 34
30 South	38 East	03, 10, 11, 14, 18, 23



FEC Railroad in Cocoa, Brevard County, facing south (PCI May 2010).



FEC Railroad in Titusville, Brevard County, facing north (PCI May 2010).

### Required Attachments

- ❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ❸ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- ❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)  
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



# RESOURCE GROUP FORM

Districts, Landscapes, Building Complexes

Electronic Version 2.2.0

Site #8 **BR02697**

Recorder #

Field Date **1/20/2011**

Form Date **2/23/2011**

FormNo **201101**

FormNo = Field Date (YYYYMM)

Original? **YES**

NOTE: Use this form to document resources described in the box below. In each case, multiple contributing (and non-contributing) cultural resources should also be documented individually at the Site File. Do not use this form for NR multiple property submissions: NR multiple property submissions (MPSs) are treated as Site File manuscripts, while individual NR resources and districts listed under a given MPS cover each have the MPS manuscript number in the "FMSF Survey #" field.

## Designed Historic Landscape

Choose the category that best describes the Resource Group

- Historical district (coded "district" on NR Nomination) NON-archaeological district, buildings and NR structures only, NO archaeological sites
- Archaeological district (coded "district" on NR Nomination) archaeological sites only NO buildings or NR structures
- Mixed district (coded "district" on NR Nomination) both (1) archaeological sites and (2) cultural resources other than archaeological sites
- FMSF building complex (coded "building(s)" on NR Nomination) multiple buildings in close spatial and functional association. If this box is checked, as many as possible of the associated buildings must also be listed on the Site File.
- Designed historic landscape (coded "district" or "site" on NR Nomination) can include multiple resources (see *National Register Bulletin 18*, page 2 for more detailed definition and examples: e.g., parks, golf courses, campuses, resorts, etc.)
- Rural historic landscape (coded "district" or "site" on NR Nomination) can include multiple resources and not formally designed (see *National Register Bulletin, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for a more detailed definition and examples: e.g., farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)

Resource Group Name **US 1**

Multiple Listing (DHR only)

Alternate Names >> **Cocoa Boulevard**

Project Name **Historic Structures Survey along US 1**

FMSF Survey #

National Register Category **Site**

## LOCATION & MAPPING

### Address

Street No. Direction Street Name Street Type Direction Suffix

County **Brevard**

Ownership Type **State**

City / Town within 3 miles **Cocoa**

In Current City Limits? **YES**

### Mapping

USGS 7.5' Map Name Publication Date >> **SHARPES ; 1992**

Township: Range: Section: 1/4 section: >> **24S ; 36E ; 7 ; East Half**

Irregular Section Name:

Name of Public Tract (e.g., park)

Landgrant

Verbal Description of Boundaries (Description does not replace required map) **runs parallel to FEC Railroad on the east side through City of Cocoa**

Plat or other map (map's name, originating office with location)

## REQUIRED PAPER ATTACHMENTS

- (1) Photocopied USGS 7.5' map with district borders in red
- (2) Street map or plat or aerial, at least 1"=400' scale; resources mapped & labeled
- (3) At least one B&W photographic print at least 3X5: general streetscape or view required; optional: aerial photographs, views of typical resources
- (4) Tabulation of all included resources (Name, FMSF #, Contributing? Y/N, resource category, street address or township-range-section if no address)

# RESOURCE GROUP FORM

Site #8

## DESCRIPTION & HISTORY

Construction Year (if applicable): c1927

Architect / Designer (last name first): unknown

Builder (last name first): unknown

Total number of individual resources included in this Resource Group: # of contributing: 1 # of non-contributing: 0

Time period(s) of significance: >> American-20th Century

Other time period(s) of significance (for archaeological districts use phase name and approximate dates; for historical districts, use date range, e.g. 1895-1925)

Narrative Description (NR Bulletin 16 pp. 61-63; attach supplementary file if a longer description is also needed) In 1927, Dixie Hwy replaced w/new asphalt road (US Hwy 1). Appears to have been built over Dixie Hwy within APE. Widened from 2 to 4 lanes in 1958. I-95 completed in 1967 runs west & surpassed US 1 in importance as main entryway into western Florida.

## RESEARCH METHODS (select all that apply)

Research Methods >> Examine local property records

Other research methods

## RECORDER'S OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? NO

Potentially eligible as contributor to a National Register district? NO

Area(s) of historical significance: >>

Other Historical Associations:

Summary of Significance (Required, see NR Bulletin 16 p. 71-2.) Section of US 1 in APE does not retain its historic integrity and does not reflect the historic character of the roadway. Due to lack of historic fabric & integrity, section of 8BR2697 within APE is not eligible for NRHP listing.

## FURTHER INFORMATION

Accessible Documentation or Collections NOT Filed with FMSF (e.g., planning department file; photo negatives; field notes)

Document type: Maintaining Organization:

File or Accession #: Descriptive Information:

>> All materials one location; Southeastern Archaeological Research; 2605-11001T; photos, maps, field notes, aerials

Recorder Name (Last, First) VanDyke, Ryan

Recorder Address / Phone 315 NW 138th Terrace, Newberry, FL 32669/352-333-0049

Affiliation Southeastern Archaeological Research

Other Affiliation

Is Text-only supplement file attached (Surveyor only)?

## MASTER SITE FILE USE ONLY

Cultural Resource Type: RG  
Electronic Form Used: R101

Form Type Code: NORM  
Form Quality Ranking: NEW  
Form Status Code: SCAT

Supplement Information Status: NO SUPPLEMENT  
Supplement File Status: NO SUPPLEMENT FILE

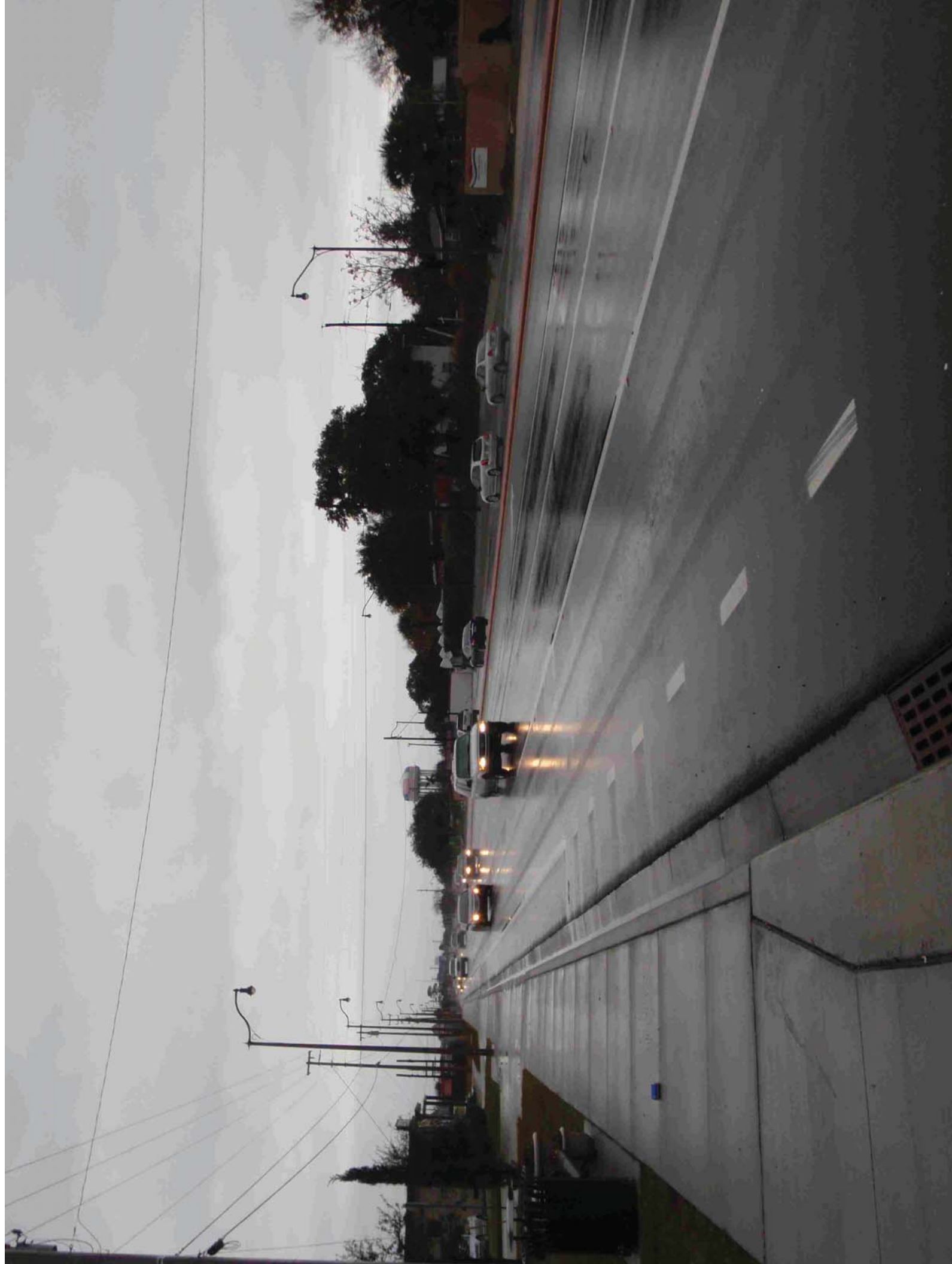
FMSF Staffer:   
Computer Entry Date: 2/23/2011

Form Comments:

SHPO's Evaluation

Not Eligible Date 6/24/2011 GLJ





☒ Original  
☐ Update



# HISTORICAL STRUCTURE FORM

## FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **BR03066**  
 Field Date 7-1-2013  
 Form Date 7-11-2013  
 Recorder # 1

Shaded Fields represent the minimum acceptable level of documentation.  
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 5161 Palm Avenue Multiple Listing (DHR only) \_\_\_\_\_  
 Survey Project Name CRAR of the AAF Passenger Rail (Orlando to WPB) Survey # (DHR only) \_\_\_\_\_  
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object  
 Ownership: ☐ private-profit ☐ private-nonprofit ☒ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

### LOCATION & MAPPING

Street Number 5161 Direction \_\_\_\_\_ Street Name Palm Street Type Avenue Suffix Direction \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Cross Streets (nearest/between) S side of Palm Avenue, W of Pine Street  
 USGS 7.5 Map Name SHARPES USGS Date 1980 Plat or Other Map \_\_\_\_\_  
 City / Town (within 3 miles) Cocoa In City Limits? ☐ yes ☒ no ☐ unknown County Brevard  
 Township 24S Range 35E Section 9 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Tax Parcel # 24-35-09-25-16-10 Landgrant \_\_\_\_\_  
 Subdivision Name \_\_\_\_\_ Block \_\_\_\_\_ Lot \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 516615 Northing 3142928  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Construction Year: 1963 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Original Use Private Residence (House/Cottage/Cabin) From (year): 1963 To (year): \_\_\_\_\_  
 Current Use Private Residence (House/Cottage/Cabin) From (year): \_\_\_\_\_ To (year): 2013  
 Other Use \_\_\_\_\_ From (year): \_\_\_\_\_ To (year): \_\_\_\_\_  
 Moves: ☐ yes ☒ no ☐ unknown Date: \_\_\_\_\_ Original address \_\_\_\_\_  
 Alterations: ☒ yes ☐ no ☐ unknown Date: c.2005 Nature restuccoed, new porch, wind./doors, etc.  
 Additions: ☐ yes ☒ no ☐ unknown Date: \_\_\_\_\_ Nature \_\_\_\_\_  
 Architect (last name first): \_\_\_\_\_ Builder (last name first): \_\_\_\_\_  
 Ownership History (especially original owner, dates, profession, etc.) \_\_\_\_\_

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe \_\_\_\_\_

### DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 1  
 Exterior Fabric(s) 1. Stucco 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Roof Type(s) 1. Gable 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Roof Material(s) 1. Composition shingles 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Roof secondary strucs. (dormers etc.) 1. \_\_\_\_\_ 2. \_\_\_\_\_  
 Windows (types, materials, etc.) Metal SHS 1/1  
 Distinguishing Architectural Features (exterior or interior ornaments) stucco surrounds; stucco banding on porch supports  
 Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) non-historic metal quonset style garage located to the S

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ <input type="checkbox"/> Owner Objection	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info Date _____ Init. _____ KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no Date _____ NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)	

## DESCRIPTION (continued)

Chimney: No. \_\_\_\_\_ Chimney Material(s): 1. \_\_\_\_\_ 2. \_\_\_\_\_  
 Structural System(s): 1. Concrete block 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Foundation Type(s): 1. Continuous 2. \_\_\_\_\_  
 Foundation Material(s): 1. Concrete Block 2. \_\_\_\_\_  
 Main Entrance (stylistic details) N side, at the shed roof porch, newer door with one-light glass

Porch Descriptions (types, locations, roof types, etc.) 2: small entry porch on the N side with a shed roof; additional porch on the the S (rear) side that is not visible from the ROW

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous

Narrative Description of Resource This Masonry Vernacular residence has undergone several recent updates to its facade. It retains its simple form and has few decorative elements.

Archaeological Remains \_\_\_\_\_ ☐Check if Archaeological Form Completed

## RESEARCH METHODS (check all that apply)

☒FMSF record search (sites/surveys) ☐library research ☐building permits ☐Sanborn maps  
☐FL State Archives/photo collection ☐city directory ☐occupant/owner interview ☐plat maps  
☒property appraiser / tax records ☐newspaper files ☐neighbor interview ☐Public Lands Survey (DEP)  
☒cultural resource survey (CRAS) ☐historic photos ☐interior inspection ☐HABS/HAER record search  
☒other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) \_\_\_\_\_

## OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information  
 Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information  
 Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This building exhibits a common design type found throughout Florida and the exterior facade has undergone several alterations. Therefore, it is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. \_\_\_\_\_ 3. \_\_\_\_\_ 5. \_\_\_\_\_  
 2. \_\_\_\_\_ 4. \_\_\_\_\_ 6. \_\_\_\_\_

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research  
 Document description \_\_\_\_\_ File or accession #'s \_\_\_\_\_  
 2) Document type Field maps Maintaining organization Janus Research  
 Document description \_\_\_\_\_ File or accession #'s \_\_\_\_\_

## RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research  
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com  
 (address / phone / fax / e-mail)

## Required Attachments

① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).  
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH



SKETCH MAP



# USGS QUADRANGLE MAP



☒ Original  
☐ Update



# HISTORICAL STRUCTURE FORM

## FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **BR03067**  
 Field Date 7-1-2013  
 Form Date 7-11-2013  
 Recorder # 2

Shaded Fields represent the minimum acceptable level of documentation.  
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 3800 Pine Street Multiple Listing (DHR only) \_\_\_\_\_  
 Survey Project Name CRAR of the AAF Passenger Rail (Orlando to WPB) Survey # (DHR only) \_\_\_\_\_  
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object  
 Ownership: ☐ private-profit ☐ private-nonprofit ☒ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

### LOCATION & MAPPING

Street Number 3800 Direction \_\_\_\_\_ Street Name Pine Street Type Street Suffix Direction \_\_\_\_\_  
 Address: 3800 Pine Street  
 Cross Streets (nearest / between) SW corner of Palm Avenue and Pine Street  
 USGS 7.5 Map Name SHARPES USGS Date 1980 Plat or Other Map \_\_\_\_\_  
 City / Town (within 3 miles) Cocoa In City Limits? ☐ yes ☒ no ☐ unknown County Brevard  
 Township 24S Range 35E Section 9 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Tax Parcel # 24-35-09-25-16-1 Landgrant \_\_\_\_\_  
 Subdivision Name \_\_\_\_\_ Block \_\_\_\_\_ Lot \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 516948 Northing 3141274  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Construction Year: 1965 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Original Use Private Residence (House/Cottage/Cabin) From (year): 1965 To (year): \_\_\_\_\_  
 Current Use Private Residence (House/Cottage/Cabin) From (year): \_\_\_\_\_ To (year): 2013  
 Other Use \_\_\_\_\_ From (year): \_\_\_\_\_ To (year): \_\_\_\_\_  
 Moves: ☐ yes ☒ no ☐ unknown Date: \_\_\_\_\_ Original address \_\_\_\_\_  
 Alterations: ☒ yes ☐ no ☐ unknown Date: c.1990s Nature wind./doors, porch supp., shutters repl.  
 Additions: ☐ yes ☒ no ☐ unknown Date: \_\_\_\_\_ Nature \_\_\_\_\_  
 Architect (last name first): \_\_\_\_\_ Builder (last name first): \_\_\_\_\_  
 Ownership History (especially original owner, dates, profession, etc.) \_\_\_\_\_

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe \_\_\_\_\_

### DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 1  
 Exterior Fabric(s) 1. Stucco 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Roof Type(s) 1. Gable 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Roof Material(s) 1. Composition shingles 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Roof secondary strucs. (dormers etc.) 1. \_\_\_\_\_ 2. \_\_\_\_\_  
 Windows (types, materials, etc.) Metal SHS 1/1

Distinguishing Architectural Features (exterior or interior ornaments) faux shutters, lattice at the porch

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) 3: one non-historic metal shed to the W, one wood frame shed to the SW, and one metal carport to the east at the front of the house

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	Init.		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

## DESCRIPTION (continued)

Chimney: No. 1 Chimney Material(s): 1. Concrete 2. \_\_\_\_\_  
 Structural System(s): 1. Concrete block 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Foundation Type(s): 1. Continuous 2. \_\_\_\_\_  
 Foundation Material(s): 1. Concrete Block 2. \_\_\_\_\_  
 Main Entrance (stylistic details) E side at porch, screen door in front of main door

Porch Descriptions (types, locations, roof types, etc.) 1: E side, gable roof entry porch with lattice

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous

Narrative Description of Resource This Masonry Vernacular has simple form and few decorative elements.

Archaeological Remains \_\_\_\_\_ ☐Check if Archaeological Form Completed

## RESEARCH METHODS (check all that apply)

☒FMSF record search (sites/surveys) ☐library research ☐building permits ☐Sanborn maps  
☐FL State Archives/photo collection ☐city directory ☐occupant/owner interview ☐plat maps  
☒property appraiser / tax records ☐newspaper files ☐neighbor interview ☐Public Lands Survey (DEP)  
☒cultural resource survey (CRAS) ☐historic photos ☐interior inspection ☐HABS/HAER record search  
☒other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) \_\_\_\_\_

## OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information

Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This building exhibits a common design type found throughout Florida, and limited research revealed no significant historical associations. Therefore, it is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. \_\_\_\_\_ 3. \_\_\_\_\_ 5. \_\_\_\_\_  
 2. \_\_\_\_\_ 4. \_\_\_\_\_ 6. \_\_\_\_\_

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research  
 Document description \_\_\_\_\_ File or accession #'s \_\_\_\_\_  
 2) Document type Field maps Maintaining organization Janus Research  
 Document description \_\_\_\_\_ File or accession #'s \_\_\_\_\_

## RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com  
 (address / phone / fax / e-mail)

## Required Attachments

① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).  
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH



SKETCH MAP



Location of 8BR3067  
USGS Quadrangles: Sharpes (1949 PR 1988)

0 500 1000 Feet

☒ Original  
☐ Update



# HISTORICAL STRUCTURE FORM

## FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 **BR03068**  
 Field Date 7-2-2013  
 Form Date 7-11-2013  
 Recorder # 3

Shaded Fields represent the minimum acceptable level of documentation.  
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 2800 Clearlake Road Multiple Listing (DHR only) \_\_\_\_\_  
 Survey Project Name CRAR of the AAF Passenger Rail (Orlando to WPB) Survey # (DHR only) \_\_\_\_\_  
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object  
 Ownership: ☐ private-profit ☐ private-nonprofit ☒ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

### LOCATION & MAPPING

Street Number 2800 Direction \_\_\_\_\_ Street Name Clearlake Street Type Road Suffix Direction \_\_\_\_\_  
 Address: 2800 Clearlake Road  
 Cross Streets (nearest / between) SW corner of Palm Avenue and Pine Street  
 USGS 7.5 Map Name SHARPES USGS Date 1980 Plat or Other Map \_\_\_\_\_  
 City / Town (within 3 miles) Cocoa In City Limits? ☒ yes ☐ no ☐ unknown County Brevard  
 Township 24S Range 36E Section 17 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Tax Parcel # 24-36-17-00-252 Landgrant \_\_\_\_\_  
 Subdivision Name \_\_\_\_\_ Block \_\_\_\_\_ Lot \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 524296 Northing 3141274  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Construction Year: 1963 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Original Use Storage building From (year): 1963 To (year): \_\_\_\_\_  
 Current Use Commercial From (year): \_\_\_\_\_ To (year): 2013  
 Other Use \_\_\_\_\_ From (year): \_\_\_\_\_ To (year): \_\_\_\_\_  
 Moves: ☐ yes ☒ no ☐ unknown Date: \_\_\_\_\_ Original address \_\_\_\_\_  
 Alterations: ☒ yes ☐ no ☐ unknown Date: c.1990s Nature wind./doors, porch supp., shutters repl.  
 Additions: ☐ yes ☒ no ☐ unknown Date: \_\_\_\_\_ Nature \_\_\_\_\_  
 Architect (last name first): \_\_\_\_\_ Builder (last name first): \_\_\_\_\_  
 Ownership History (especially original owner, dates, profession, etc.) \_\_\_\_\_

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe \_\_\_\_\_

### DESCRIPTION

Style Industrial Vernacular Exterior Plan Rectangular Number of Stories 1  
 Exterior Fabric(s) 1. Metal 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Roof Type(s) 1. Gable 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Roof Material(s) 1. Sheet metal:5V crimp 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Roof secondary strucs. (dormers etc.) 1. \_\_\_\_\_ 2. \_\_\_\_\_  
 Windows (types, materials, etc.) no windows visible

Distinguishing Architectural Features (exterior or interior ornaments) signage

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) none

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ <input type="checkbox"/> Owner Objection	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info Date _____ Init. _____ KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no Date _____ NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)	

## DESCRIPTION (continued)

Chimney: No. \_\_\_\_ Chimney Material(s): 1. \_\_\_\_\_ 2. \_\_\_\_\_  
 Structural System(s): 1. Wood frame 2. \_\_\_\_\_ 3. \_\_\_\_\_  
 Foundation Type(s): 1. Continuous 2. \_\_\_\_\_  
 Foundation Material(s): 1. Concrete Block 2. \_\_\_\_\_  
 Main Entrance (stylistic details) N side, simple metal entry door

Porch Descriptions (types, locations, roof types, etc.) 1: large concrete block loading dock extends out on the S side

Condition (overall resource condition): ☐excellent ☐good ☒fair ☐deteriorated ☐ruinous

Narrative Description of Resource This Industrial Vernacular building has simple form and little architectural detailing. There appear to be entries on all four sides of the building.

Archaeological Remains \_\_\_\_\_ ☐Check if Archaeological Form Completed

## RESEARCH METHODS (check all that apply)

☒FMSF record search (sites/surveys) ☐library research ☐building permits ☐Sanborn maps  
☐FL State Archives/photo collection ☐city directory ☐occupant/owner interview ☐plat maps  
☒property appraiser / tax records ☐newspaper files ☐neighbor interview ☐Public Lands Survey (DEP)  
☒cultural resource survey (CRAS) ☐historic photos ☐interior inspection ☐HABS/HAER record search  
☒other methods (describe) historic aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) \_\_\_\_\_

## OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information

Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This building exhibits a common design type found throughout Florida, and limited research revealed no significant historical associations. Therefore, it is considered ineligible for listing in the National Register.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. \_\_\_\_\_ 3. \_\_\_\_\_ 5. \_\_\_\_\_  
 2. \_\_\_\_\_ 4. \_\_\_\_\_ 6. \_\_\_\_\_

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research  
 Document description \_\_\_\_\_ File or accession #'s \_\_\_\_\_  
 2) Document type Field maps Maintaining organization Janus Research  
 Document description \_\_\_\_\_ File or accession #'s \_\_\_\_\_

## RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research  
 Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com  
 (address / phone / fax / e-mail)

## Required Attachments

① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

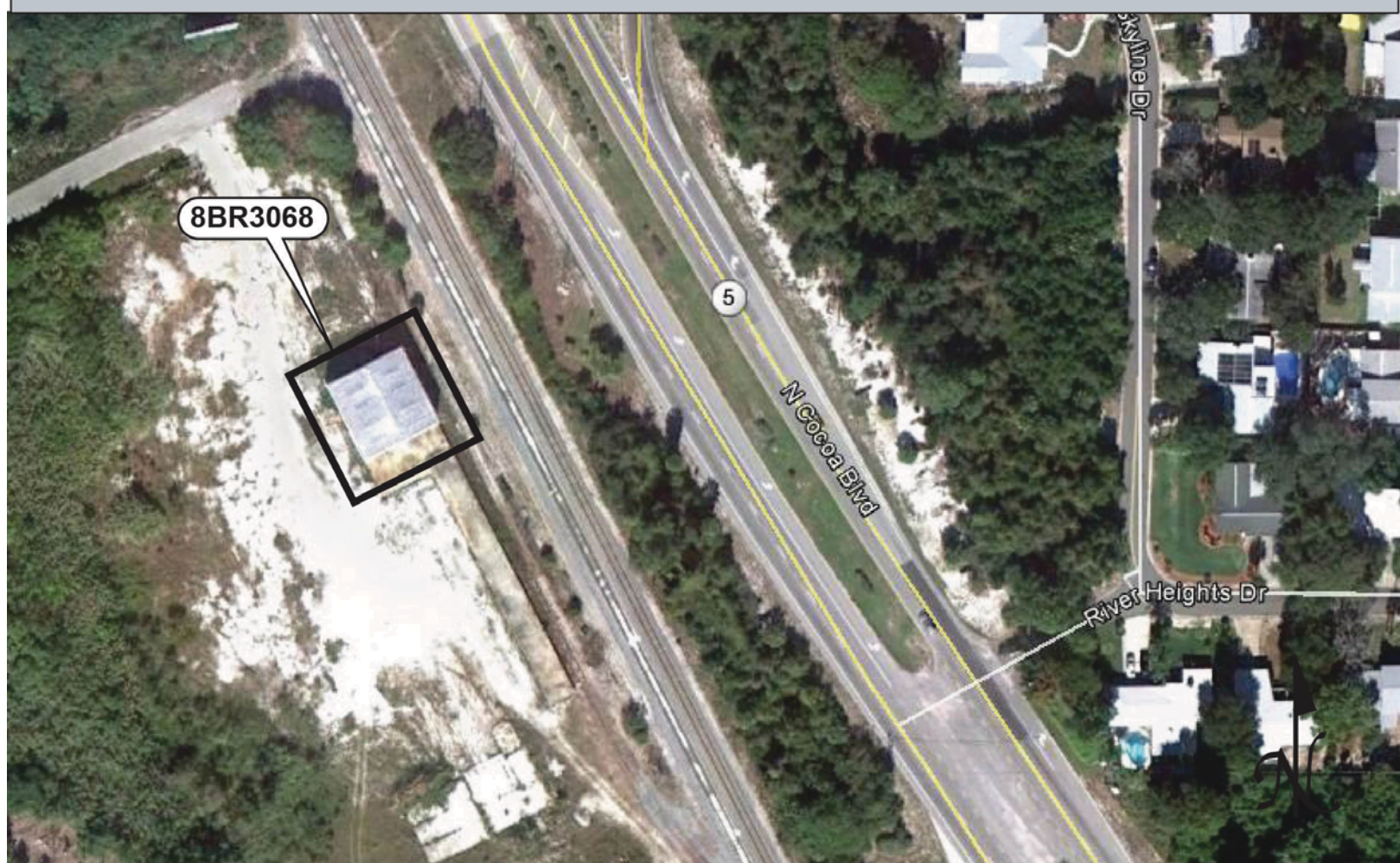
③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).  
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

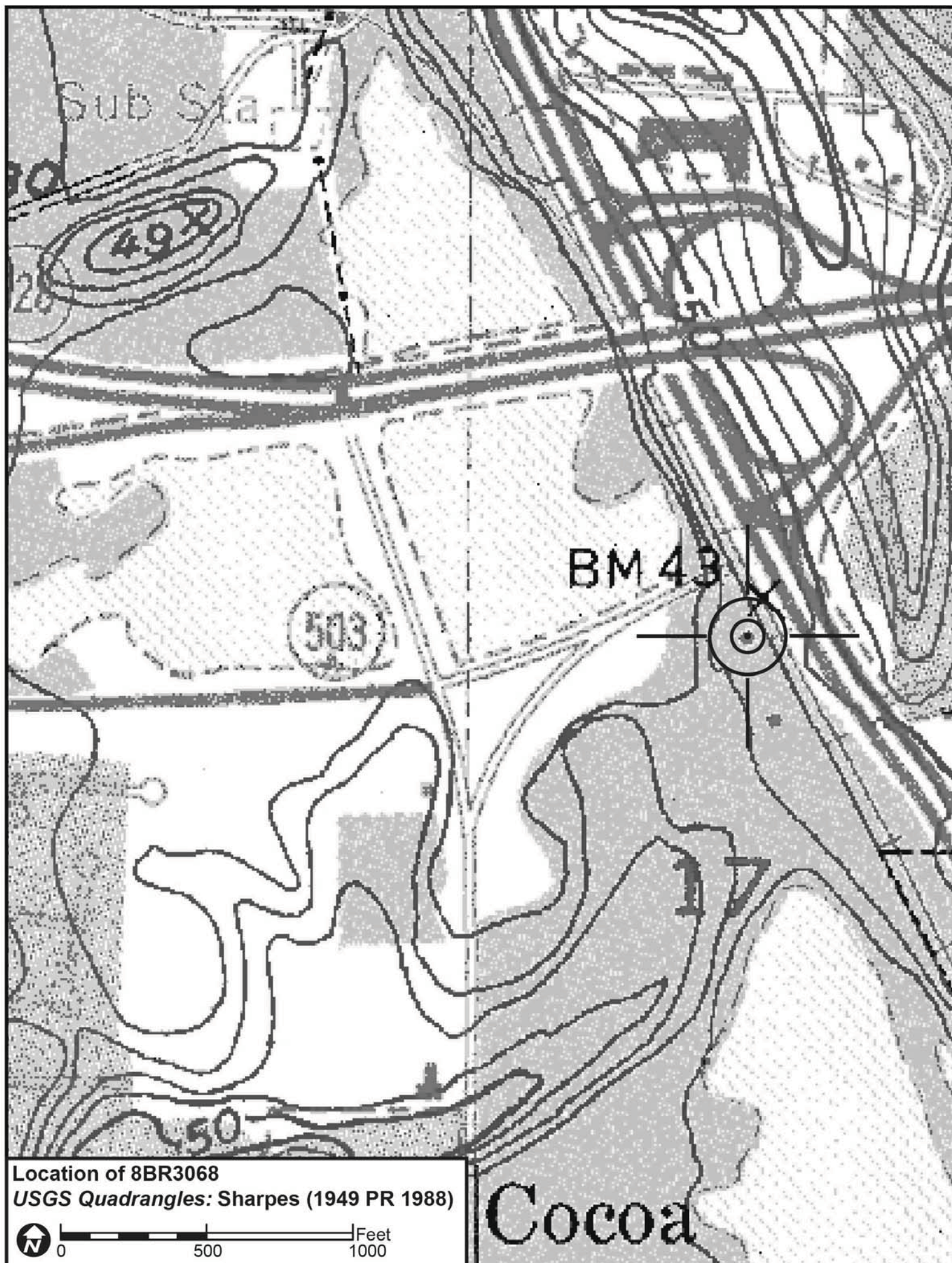
PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



☒ Original  
☐ Update



**RESOURCE GROUP FORM**  
**FLORIDA MASTER SITE FILE**  
 Version 4.0 1/07

Site #8 OR9850  
 Recorder# 26  
 Field Date 07 / 28 / 08  
 Form Date 08 / 08 / 08

**NOTE: Use this form to document districts, landscapes and building complexes** as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

**Check ONE box that best describes the Resource Group:**

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **FMSF building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☒ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Bull Slough Drainage Ditches

Project Name CRAS East Airfield Development Area, Orange County

Multiple Listing [DHR only]

FMSF Survey # 15961

National Register Category (please check one): ☐ building(s) ☐ structure ☐ district ☒ site ☐ object

Linear Resource Type (if applicable): ☐ canal ☐ railway ☐ road ☒ other (describe): drainage ditches

Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☒ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

**LOCATION & MAPPING**

Address (if applicable, include N,S,E,W; #; St., Ave., etc.)

City/Town (within 3 miles) Orlando

In Current City Limits? ☐ yes ☐ no ☒ unknown

County or Counties (do not abbreviate) Orange

Name of Public Tract (e.g., park)

1) Township 23S Range 30E Section 35/36 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name:

2) Township 24S Range 30E Section 1/2 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name:

3) Township Range Section ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name:

4) Township Range Section ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name:

USGS 7.5' Map Name(s) & Date(s) (boundaries must be plotted on attached photocopy of map; label with map name and publication date)  
Pine Castle 1981

Plat, Aerial, or Other Map (map's name, originating office with location)

Landgrant

Verbal Description of Boundaries (description does not replace required map) series of drainage ditches within the Gee Bee parcel

**DHR USE ONLY**

**OFFICIAL EVALUATION**

**DHR USE ONLY**

NR List Date

SHPO - Appears to meet criteria for NR listing: ☐ yes ☒ no ☐ insufficient info

Date 1/17/09

Init. ayw

☐ Owner Objection

KEEPER - Determined eligible:

☐ yes ☐ no

Date

NR Criteria for Evaluation: ☐ a ☐ b ☐ c ☐ d (see *National Register Bulletin 15*, p. 2)

## HISTORY &amp; DESCRIPTION

Construction date: Exactly \_\_\_\_\_ (year) Approximately 1947 (year) Earlier than \_\_\_\_\_ (year) Later than \_\_\_\_\_ (year)

Architect/Designer (last name first): \_\_\_\_\_ Builder (last name first): \_\_\_\_\_

Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing \_\_\_\_\_

Time period(s) of significance (for prehistoric districts, use archaeological phase name and approximate dates; for historical districts, use date range(s), e.g. 1895-1925)  
1947-present

Narrative Description (National Register Bulletin 16A pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed)  
series of drainage ditches that were constructed between a number of wetlands across the tract; these extended north and west of the current property lines; they are 1-10 m across and most are choked with vegetation

## RESEARCH METHODS (check all that apply)

- |  |  |   |   |
|--|--|---|---|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input checked="" type="checkbox"/> library research | <input type="checkbox"/> building permits         | <input type="checkbox"/> Sanborn maps                         |
| <input type="checkbox"/> FL State Archives/photo collection            | <input type="checkbox"/> city directory              | <input type="checkbox"/> occupant/owner interview | <input checked="" type="checkbox"/> plat maps                 |
| <input checked="" type="checkbox"/> property appraiser / tax records   | <input type="checkbox"/> newspaper files             | <input type="checkbox"/> neighbor interview       | <input checked="" type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey           | <input type="checkbox"/> historic photos             | <input type="checkbox"/> interior inspection      | <input type="checkbox"/> HABS/HAER record search              |
| <input type="checkbox"/> other methods (specify) _____                 |  |   |   |

Bibliographic References (use Continuation Sheet, give FMSF Manuscript # if relevant) ACI (2008) Cultural Resource Assessment Survey for the Gee Bee Parcel Greater Orlando Aviation Authority Orange County, Florida

## OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐ yes ☒ no ☐ insufficient information

Potentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient information

Explanation of Evaluation (required, see National Register Bulletin 16A p. 48-49. Attach longer statement, if needed, on separate sheet.)  
drainage ditches are common throughout the region; these were apparently not associated with an important individuals or events; low research potential

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)  
none

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s),\* (2) maintaining organization,\* (3) file or accession nos., and (4) descriptive information.  
documentation of file ACI, P08050

## RECORDER INFORMATION

Recorder Name Horvath, Elizabeth A.

Recorder Contact Information (Address / Phone / Fax / Email) 98 Hickorywood Dr., Crawfordville, FL 32327, 850-926-9285  
acinorth@comcast.net

Recorder Affiliation Archaeological Consultants, Inc.

## Required Attachments

- ① PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ③ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- ④ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)  
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



# Resource Group Form

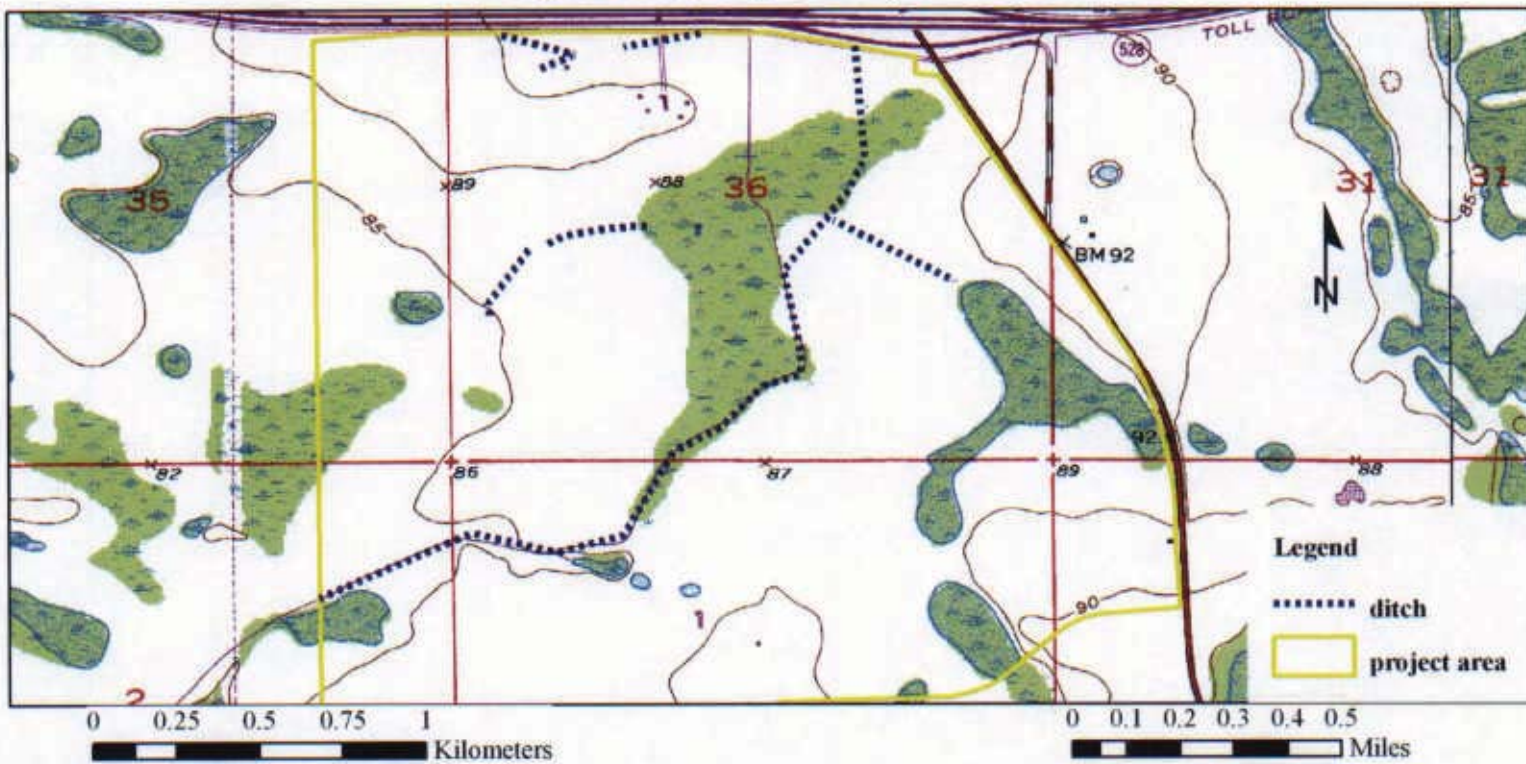
Site #8 OR9850

USGS MAP

Pine Castle, Fla. 1981

Township 23 South, Range 30 East, Sections 35 and 36

Township 24 South, Range 30 East, Sections 1 and 2





8069251

Gen. Fee Resource Group

View looking at Bull Slough  
Drainage Ditches

July 2008  
Roll 1/26







# RESOURCE GROUP FORM

## FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 OR9851  
 Recorder# 34, 26, 24, 18, 1, 57  
 Field Date 7 / 30 / 08  
 Form Date 8 / 10 / 08

☒ Original  
☐ Update

**NOTE: Use this form to document districts, landscapes and building complexes** as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

### Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☒ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **FMSF building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☐ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name East Airfield Development Area Resource Group Multiple Listing [DHR only] \_\_\_\_\_  
 Project Name CRAS East Airfield Development Area, Orange County FMSF Survey # 15761  
 National Register Category (please check one): ☐ building(s) ☐ structure ☒ district ☐ site ☐ object  
 Linear Resource Type (if applicable): ☐ canal ☐ railway ☐ road ☐ other (describe): \_\_\_\_\_  
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

### LOCATION & MAPPING

Address (if applicable, include N,S,E,W; #; St., Ave., etc.) n/a  
 City/Town (within 3 miles) Pine Castle In Current City Limits? ☐ yes ☒ no ☐ unknown  
 County or Counties (do not abbreviate) Orange  
 Name of Public Tract (e.g., park) \_\_\_\_\_  
 1) Township 24S Range 30E Section 11, 2 ¼ section: ☐ NW ☐ SW ☒ SE ☐ NE ☐ Irregular-name: \_\_\_\_\_  
 2) Township 24S Range 31E Section 6 ¼ section: ☐ NW ☐ SW ☒ SE ☐ NE ☐ Irregular-name: \_\_\_\_\_  
 3) Township 23S Range 30E Section 35, 36 ¼ section: ☐ NW ☐ SW ☒ SE ☐ NE ☐ Irregular-name: \_\_\_\_\_  
 4) Township 23S Range 31E Section 31 ¼ section: ☐ NW ☐ SW ☒ SE ☐ NE ☐ Irregular-name: \_\_\_\_\_  
 USGS 7.5' Map Name(s) & Date(s) (boundaries must be plotted on attached photocopy of map; label with map name and publication date) \_\_\_\_\_  
Pine Castle 1953, PR 1987  
 Plat, Aerial, or Other Map (map's name, originating office with location) \_\_\_\_\_  
 Landgrant \_\_\_\_\_  
 Verbal Description of Boundaries (description does not replace required map) \_\_\_\_\_  
The west boundary generally transects Sections 11 and 2 of 24S/30E. The north boundary follows CR528, the east boundary follows CR15, and the south boundary generally follows Dowden Road.

### DHR USE ONLY

### OFFICIAL EVALUATION

### DHR USE ONLY

NR List Date ____/____/____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input checked="" type="checkbox"/> no <input type="checkbox"/> insufficient info	Date <u>1/14/09</u>	Init <u>Amw</u>
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____	
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)		

## RESOURCE GROUP FORM

Site # OR9851

## HISTORY &amp; DESCRIPTION

Construction date: Exactly \_\_\_\_\_ (year) Approximately \_\_\_\_\_ (year) Earlier than 1955 (year) Later than 1945 (year)Architect/Designer (last name first): unknown Builder (last name first): unknownTotal number of individual resources included in this Resource Group: # of contributing 6 # of non-contributing \_\_\_\_\_Time period(s) of significance (for prehistoric districts, use archaeological phase name and approximate dates; for historical districts, use date range(s), e.g. 1895-1925)  
late 1940s to early 1950s

Narrative Description (National Register Bulletin 16A pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed)

This mixed district includes an archaeological site (8OR9849), a linear resource (8OR9850), two windmills (8OR9852 and -9853), and two cattle pens (8OR9854 and -9855)

## RESEARCH METHODS (check all that apply)

- |  |   |  |   |
|--|---|--|---|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits                    | <input type="checkbox"/> Sanborn maps                         |
| <input type="checkbox"/> FL State Archives/photo collection            | <input type="checkbox"/> city directory   | <input checked="" type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps                            |
| <input checked="" type="checkbox"/> property appraiser / tax records   | <input type="checkbox"/> newspaper files  | <input type="checkbox"/> neighbor interview                  | <input checked="" type="checkbox"/> Public Lands Survey (DEP) |
| <input type="checkbox"/> cultural resource survey                      | <input type="checkbox"/> historic photos  | <input type="checkbox"/> interior inspection                 | <input type="checkbox"/> HABS/HAER record search              |
| <input type="checkbox"/> other methods (specify) _____                 |   |  |   |

Bibliographic References (use Continuation Sheet, give FMSF Manuscript # if relevant)

Osceola County Property Appraiser; Barnard, Bill. Personal communication with Nelson Rodriguez, August 2008.

## OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐ yes ☒ no ☐ insufficient informationPotentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient information

Explanation of Evaluation (required, see National Register Bulletin 16A p. 48-49. Attach longer statement, if needed, on separate sheet.)

Due to low research potential, common construction types and lack of significant historical associations, 8OR9851 is not considered potentially eligible for listing in the NRHP.Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)  
Agriculture; Engineering

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s), (2) maintaining organization, (3) file or accession nos., and (4) descriptive information.  
All field notes, maps, and photos on file at ACI, P08050.

## RECORDER INFORMATION

Recorder Name Lumang, MarielleRecorder Contact Information (Address / Phone / Fax / Email) 8110 Blaikie Ct, Ste. A, Sarasota, FL 34240.941.379.6206 ACIFlorida@comcast.netRecorder Affiliation Archaeological Consultants, Inc.

## Required Attachments

- ① PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ③ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- ④ PHOTOS OF GENERAL STREETScape OR VIEWS (Optional: aerial photos, views of typical resources)  
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



# Resource Group Form

USGS MAP

Site #8 OR9851

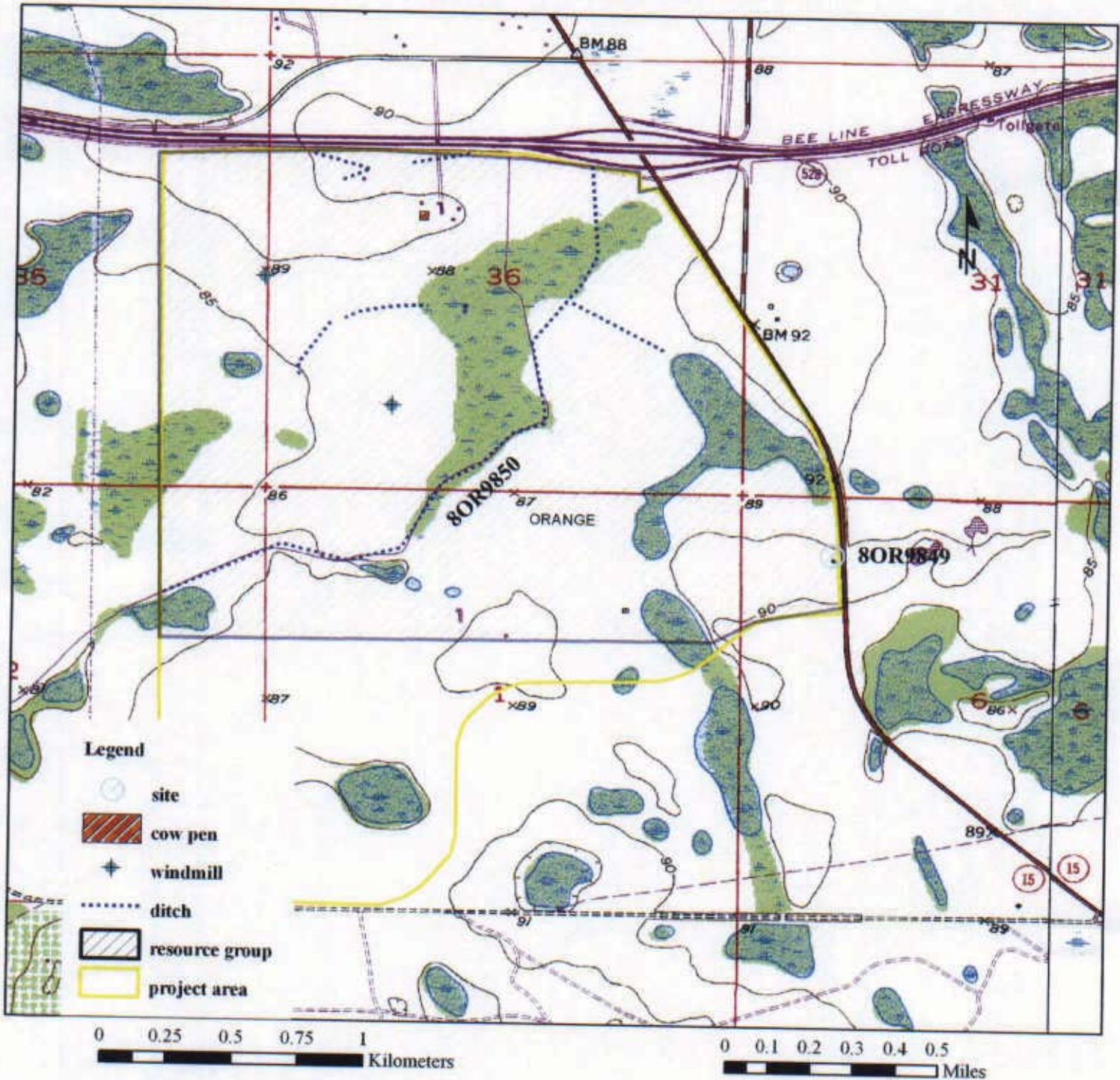
Pine Castle, Fla. 1981

Township 23 South, Range 30 East, Sections 35 and 36

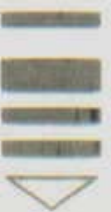
Township 23 South, Range 31 East Section 31

Township 24 South, Range 30 East, Sections 1 and 2

Township 24 South, Range 31 East, Section 6



ARCHAEOLOGICAL CONSULTANTS INCORPORATED



80R9851

Bee Bee Resource Group

View looking at cattle Pen 1

July 2008

Roll 1/1





**APPENDIX B:**

**PREVIOUSLY RECORDED FMSF FORMS FOR THE  
NORTH-SOUTH CORRIDOR HISTORIC RESOURCES**

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

Florida Power &amp; Light Company Ice Plant

AND/OR COMMON

City Products Corporation Ice Plant

ORIGINAL - NOT TO BE REMOVED  
FROM FILES

**2 LOCATION**

STREET &amp; NUMBER

1604 South Harbor City Blvd.

CITY, TOWN

Melbourne

N/A VICINITY OF

STATE

Florida

CODE

12

N/A -- NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

9

COUNTY

Brevard

CODE

009

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

N/A

## STATUS

☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

## PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☒ OTHER: vacant**4 OWNER OF PROPERTY**

NAME

Kurt T. Kyvik

STREET &amp; NUMBER

245 Hedgecock Court

CITY, TOWN

Satellite Beach

N/A VICINITY OF

STATE

Florida

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Brevard County Courthouse

STREET &amp; NUMBER

400 South Street

CITY, TOWN

Titusville

STATE

Florida

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

This property has not been  
determined eligible.

FEDERAL

SEE SITE FILE STAFF FOR

ORIGINAL PHOTO(S) OR MAP(S)

STATE

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

\* At the time of construction the building had a modern appearance and was of similar exterior design to other FP&L buildings built at this time. Specifically, its outward appearance and decorative stucco detailing directly relates to Ft. Pierce substation and dispatching office, and a generating plant on the West Coast at Punta Gorda completed in the spring of 1927. The exterior colors were similar to the Miami Ice Plant No. 2 with all rough stucco to be natural shade broom dash. The smooth stucco was the same natural shade except the coping and cornice on the main and secondary structure, penthouse pilaster caps and indentations were to be Italian sienna color, smooth finish. The building was designed as a modular type system so that the first 50-ton capacity could be easily expanded to meet the city's growing needs. The functional criteria pertinent to the manufacture of ice have generated a well-balanced building with each function individually expressed and collectively unified.

The plant, situated on a major highway connecting the far north with the far south, has somewhat of a fortified base which separates the lighter structure of the main activity above, from the street below. This fortification is achieved by thick walls of tile block and stucco insulated for cold storage with asphalt and 10 inches of cork. The entrance to this section was originally on the east side facing the street and was changed to the north side in 1955. The floor was slatted wood over four feet of gravel and sand to allow the water from the slowly melting ice to percolate back into the soil. A wooden stairway is at the west end of this floor and allows access to the harvesting floor on the next open level. There are two loading docks, one on the east street side of the building and the other on the north side. Both are 3½ feet above ground level and access was originally by steps between them at the corner of the building. In 1955 the east dock was cut in half with the southern half lowered, to allow for automatic ice dispensing to the public, and steps installed up to the dock level. The original steps were removed and both docks were extended to the corner.

Directly above the first floor refrigerated storage area is a steel frame grid floor supporting a steel freezing tank measuring 30' X 70' X 4½' and a 6' X 24' X 4½' forecooling tank. The forecooling tank was intended to chill the water before filling the freezing cans but was never used. This intermediate area is expressed by an overhang penetrating the facade at the street side and north loading dock. The overhang and its sturdy supports also adds to the fortified base of the main structure.

Above this intermediate level is the harvesting floor where the 300 pound cans of ice, once frozen by immersion in the ammonia-chilled brine water freezing tank and the wooden covers removed, were lifted out three cans at a time by a one-ton overhead traveling crane. They were then taken to the west end of the room, dipped in warm water to release the ice from the cans, then placed on the lowerator/can-filler in the southwest corner then lowered to the first floor for storage and processing. The steel freezing cans remaining on the can-filler portion of the lowerator were refilled and placed back in the chilled brine water. The average temperature of the brine solution was about 20°F and it took approximately 48 hours to freeze the ice. The east end of the brine tank contained the ammonia coils and a 3 HP agitator in each corner. The northwest corner of the room had two 8½ HP aireator/blowers, two core pumps and the auxilliary electrical panel.

The 96' X 31' harvesting floor is an open space with a 19 foot ceiling height which when added to the four foot cornice gives an exterior dimension of 22 feet. This dimension exceeds the 18 foot total dimension of the base components (loading dock,

(See Continuation Sheet)

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(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
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INVENTORY -- NOMINATION FORM**

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\*Summary paragraph for Present and Original Physical Appearance

The Florida Power and Light Company Ice Plant at Melbourne was sited on the Dixie Highway, the principal avenue of automobile travel in Florida during the 1920s. Its strategic location facilitated the distribution of ice to Melbourne and the surrounding Indian River agricultural zone. It is an example of the Modernistic architectural style, frequently expressed in the design of industrial and commercial buildings constructed in the United States during the 1920s. Its verticality, emphasized by piers, window patterns, and pinnacles; its solid, block-like massing; its sculptured, rectilinear detailing; and its geometric decorative motifs are all features of Modernistic stylistic influences. Furthermore, its design was representative of other buildings constructed by the Florida Power and Light Company throughout South Florida during the period.

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CONTINUATION SHEET

One

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cold storage, freezing section). The pilasters, which divide the main rectangular portion of the building into a 2 by 6 bay structure, emphasize the main steel columns and continue uninterrupted from the base through the cornice. Strong corners are also provided by the pilasters at the meeting of each facade. The windows, two per bay, are 3 by 9 light fixed pane except one above the rear door and two above the penthouse which are 3 by 4 light, all have equally sized mullions (no rails) so that the verticality will not be interrupted. Directly below each window is a vent with a steel hood. At the rear of this top section is a door with a steel beam above for hoisting large equipment to and from this floor. Also at the rear on the ground level is an attached concrete shelter for transformers which were later moved into the compressor room.

Adjacent to the north of the main structure, set back two bays and extending beyond one bay, is the office, restrooms (originally separate ones for blacks and whites) and compressor room. This five-bay section is of the same exterior design as the main portion of the building with their steel frame works being totally independent of each other. The office on the east end of this section, is 14' X 22' with a ceiling height of 13½ feet. There is a restroom in the southwest corner and cement steps leading up to the loading dock door in the southeast corner. The fenestration consists of three 3 by 4 light windows with the center 6 lights pivoting, two are on the east side and one is on the north. Entrance is through a door on the east side from the loading dock or a door on the north side at ground level. The door on the north side is steel and glass with a window above, together they have the same light arrangement as the windows with the lower 6 lights on the door. The door from the loading dock is the same without the windows above.

The next two rooms are the white and black restrooms. Both have a steel and glass door with a two light window above and four lights below the door. Each is paired with a window having the same light arrangements with the upper six lights pivoting and all are on north side. The white restroom is 9' X 19' and the one for blacks measures 7' X 14', both having the same ceiling height as the office.

Next is the compressor room which is 48' X 22'. It contains the ammonia compressors, as well as the water pumps and electrical panels. The compressors were not new and came from an ice plant in Ft. Lauderdale. The original compressors were a York 9" X 9", 15-ton driven by a General Electric 50 HP synchronous motor and a York 11" X 13", 40-ton driven by a General Electric 125 HP synchronous motor. A smaller York 7½" X 7½" driven by a General Electric 30 HP induction motor added in 1941, came from a plant in Columbus, Ohio. All three remain in the building. There are three 9KW General Electric exciters for the compressors along the north wall of the room. The two water pumps, a 5HP-30 GPM and a 7½ HP-5-- GPM and a 7½ HP-500 GPM, were located along the west wall and an Ingersoll Rand air compressor was in the north corner. At the east end was the control panel with the switches, power meters and breakers for the compressors. Directly behind the panel were the transformers and oil contactors. The windows in this room have the same light arrangement as the office windows with two windows per bay, four on the north side, two on the south and three on the end facing west. There are two steel and glass doors paired on the north side with the same arrangement of lights, although having fixed panes, as the windows.

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In the southwest corner of the compressor room is a steel stairway leading up to the ice harvesting floor through a penthouse on the roof of this section. The penthouse fenestration consists of two 3 by 3 light fixed pane windows. A door was made on the east side in 1942 to allow access to the roof.

Directly west of the secondary section is a water cooling tower added in 1955 and taken from a plant in Live Oak, Florida, a horizontal steel ammonia receiving tank and two vertical ammonia condensing tanks, and the water treatment facility. The water treatment facility consisted of a sand filter, water softener, clear well, and sump all under cover of an open wood roof. As the quality of municipal water improved, the system was no longer needed and was removed in the early 1960's.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

## SPECIFIC DATES

1927

BUILDER/ARCHITECT Engineer-Anderson, Wootton  
Builder-Florida Power & Light Company

## STATEMENT OF SIGNIFICANCE

\* On December 20, 1926, work began on the Florida Power & Light Company of Miami Ice Plant on Dixie Highway in Melbourne by its construction subsidiary, the Phoenix Utility Company. The steel frame, tile block and stucco building was to cost \$25,000. The additional equipment, of which the first car load arrived earlier in July, would bring the total investment to almost \$100,000. The property was purchased from Phoebe B. Green and Lillian M. Barnum, both of Melbourne, for an undisclosed amount. Test holes drilled by the Phoenix Utility Co. indicated dry, hard-packed sand to 6 feet.

At the time Melbourne was a small town of approximately 5,000 consisting mainly of houses, a few small hotels, a downtown area, and a large cypress sawmill west of town. Some retirees had moved down from the North, but the land boom was not near the scale of Miami's. Most residents operated small businesses, worked at the sawmill or were involved in agriculture and fishing. The new 50-ton ice plant would benefit all; especially the local fishing industry which shipped its catch in wooden barrels of chipped ice. It would be the newest, most modern and one of the last ice plants to be constructed by the then young Florida Power & Light Company.

It was earlier in 1926 that FP&L incorporated at the height of the South Florida land boom. FP&L was a conglomerate of 58 assorted power, ice, gas, and transportation ventures and was organized by American Power & Light Company whose parent company was the Electric Bond & Share Company of the General Electric Company. In 1926, ice and electric power intertwined throughout the state. Many of the small power companies FP&L bought were also producing ice. Ice could be made without electricity but became more efficient with the use of electric compressors. While it was the initial intention of most ice companies to provide electric power exclusively for their own use, they soon developed a surplus and began selling power to the growing communities. The greater availability of lights and appliances placed an ever increasing demand on ice companies to sell more power to more customers and generating electricity became more profitable than ice.

The ice produced at a plant such as this is a much higher quality than what is made at home. It could stay frozen much longer and was crystal clear because it was airtreated during the freezing process which allowed gases and impurities to escape making the ice more compact.

All went as well as could be expected as South Florida weathered several devastating hurricanes, a real estate bust and a depression. In 1935 Congress passed the Wheeler-Rayburne Bill also known as the Public Utility Act. It was aimed at breaking up the utility conglomerates like FP&L and its chain of parent companies. The bill was also designed to break the total control of utilities in a community by a single company. In Miami, FP&L owned the ice, power, gas, water, and trolley line. The Government,

(See Continued Sheet)

3

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\*Summary paragraph for the Statement of Significance

The Florida Power and Light Company Ice Plant at Melbourne is historically and architecturally significant to both the City of Melbourne and the State of Florida. Its construction occurred within the context of the Florida Land Boom of the 1920s, one of the most intense periods of economic development in the history of the state. The incorporation in 1926 of the Florida Power and Light Company, among the largest and most important utility conglomerates in Florida, was a direct outgrowth of the Land Boom. Funded by capital produced in South Florida during the Boom, the Florida Power and Light Company rapidly expanded its operation throughout the region. It purchased and consolidated smaller companies and constructed many new facilities including the Ice Plant at Melbourne. The Ice Plant was sited on the Dixie Highway, the principal avenue of automotive travel in Florida during the 1920s. It provided ice to Melbourne and the surrounding Indian River agricultural zone. The primary beneficiaries of the ice were the local fishing industry and the Indian River citrus and vegetable growers. Beyond its historical associations, the Ice Plant is an example of the Modernistic architectural style, frequently expressed in the design of industrial and commercial buildings constructed in the United States during the 1920s. Its verticality, emphasized by piers, window patterns, and pinnacles; its solid block-like massing; its sculptured, rectilinear detailing; and its geometric decorative motifs are all features of Modernistic stylistic influences. Furthermore, its design was representative of other buildings constructed by the Florida Power and Light Company throughout South Florida during the period.

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realizing the potential of electricity, was forcing FP&L and others to give up all but the production and distruction of electric power. Work on the reorganization of FP&L started in 1935 and a plan was approved in 1944, after 9 years in the making.

The plan called for all existing FP&L ice production facilities to be leased to the City Ice & Fuel Company of Chicago later to be known as City Products Corporation which began leasing the Melbourne plant in 1941. They purchased the property in 1951 and continued its operation until 1977 at which time the plant was closed and abandoned.

At the Melbourne plant the change in managment meant very little to the operation of the facility. All of the employees were retained and the daily icing routine continued. On the average, 25 northbound produce trucks were iced each night with sales to the community and fishermen during the day. Occasionally, during peak times, ice was shipped by rail in 300 pound blocks as far north as the Carolinas. An employee, Russel F. Vann, Jr., who started work as an operator in 1933, made \$80 a month. By 1940 he was earning \$100 a month and he retired as plant supervisor in 1975.

In 1951, the year City Products Corporation purchased the plant, the facilities estimated sales value was \$37,000 and had fire insurance coverage of \$105,000. That same year an analysis of the FP&L leased ice production facilities by FP&L revealed that ice prices had not increased over 35% during the past 10 years due to competitive refrigeration. During the same period, labor and all operating costs increased over 75% and the cost of construction and maintenance increased over 100%. This, along with City Products Corporation's failure to efficiently and properly maintain each facility, greater competition, and sales changing to more processed (cubed, chipped and crushed) ice with its increased labor demands, would inhibit all plants under 50-tons to continue operating at a profit. It also hinted that in the distant future all ice plants utilizing 1920's and 1930's technology would be unable to operate competitively.

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See Continuation Sheet)

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .33

QUADRANGLE NAME USGS Melbourne East

QUADRANGLE SCALE 7.5 min.

UTM REFERENCES

A 117 53871210 31161021610

ZONE EASTING NORTHING

C         

E         

G         

B         

ZONE EASTING NORTHING

D         

F         

H         

VERBAL BOUNDARY DESCRIPTION

(See Continuation Sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
STATE	CODE	COUNTY	CODE
<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>

## 11 FORM PREPARED BY

NAME / TITLE

Elizabeth B. Monroe, Historic Preservationist

ORGANIZATION

Florida Division of Archives, History and Records Management

DATE

May 20, 1982

STREET & NUMBER

The Capitol

TELEPHONE

(904) 487-2333

CITY OR TOWN

Tallahassee

STATE

Florida

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL   

STATE X

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

KEEPER OF THE NATIONAL REGISTER

ATTEST:

DATE

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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DATE ENTERED

CONTINUATION SHEET    Four                      ITEM NUMBER    9    PAGE    1

Caldwell, D., Fire Insurance Coverage, Ice Plants, as of September 1, 1951,  
Florida Power & Light Company, Miami, Florida: August 2, 1951.

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Miami, Florida: May 13, 1940.

Florida Power & Light Company, A History of Florida Power & Light Company,  
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A-22 Electrical Equipment, Detail of Grillwork for Switchboard, December 1, 1926.

B-28 Electrical Equipment, On-Line Diagram, December 3, 1926.

C-302-2 Plat Showing Location of Buildings and Property, November 28, 1927.

C-2198 Electrical Equipment, Float Switch Operated Water Softner, April 11, 1927.

C-2207 Plant Mechanical Equipment, General Arrangement of Ammonia Receiver and Oil  
Trap, March 29, 1927.

D-1152 Plan Mechanical Equipment, Foundation for 11" X 13" York V.S.A. Direct  
Connected Compressor, December 1, 1926.

D-1154 Plant Mechanical Equipment, Ammonia Suction and Discharge and Water Piping  
Details, December 13, 1926.

D-1155 Plant Mechanical Equipment, Foundation for 9" X 9" York V.S.A. Direct  
Connected Compressor, December 17, 1926.

D-1159 Structural Details, Foundation for Water Treating Equipment, March 18, 1927.

D-1936 Electrical Equipment, Details of Motor Starter Groups, February 19, 1927.

D-1939 Electrical Equipment, On-Line Diagram, July 27, 1927.

D-2296 Structural Details, Driveways and Sidewalks Details, May 3, 1927.

E-1151 Plant Mechanical Equipment, Layout of Freezing Tank and Engine Room,  
July 22, 1927.

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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CONTINUATION SHEET    Five                      ITEM NUMBER    9            PAGE    2

E-1153 Plant Mechanical Equipment, General Arrangement of Equipment, December 2, 1926.

E-1157 Plant Mechanical Equipment, Layout of Water Treatment Equipment, February 7, 1927.

E-1650 Structural Details, Cross-Sections Thru Tank Building Showing Installation of Mechanical Equipment, January 18, 1927.

E-1651 Structural Details, Ice Storage and Engine Room, December 16, 1926.

E-1652 Structural Details, Condenser Tank and Foundation Details, January 11, 1927.

E-1662 Structural Details, Key Plan and Elevations, October 13, 1926.

E-1807 Structural Details, Canopy and Platform Over Water Softener, April 8, 1927.

E-1904 Electrical Equipment, Lighting Plan and Wiring Diagram, February 21, 1927.

E-1935 Electrical Equipment, Conduit Runs, January 26, 1927.

E-1941 Electrical Equipment, Grounding Plan, March 11, 1927.

1568-P-12 Temporary Location of New Condensers.

Cooling Tower Foundation, 1955.

Architectural Rendering, M. Vaviloff, 1927.

Kyvik, Kurt T., An Interview with Russel F. Vann, Jr., Retired Plant Superintendent, Melbourne, Florida: September 18, 1981.

The Melbourne Journal, Melbourne Ice Plant Property Purchased Faces Dixie Highway, Melbourne, Florida: July 25, 1927.

The Melbourne Times, Permit for New Melbourne Ice Plant Issued, Melbourne, Florida: December 21, 1926.

Pool, Ralph Y., Memo Regarding Leased Ice Plants, Florida Power & Light Company, Miami, Florida: May 14, 1951.

FHR-8-300A  
(11/78)

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CONTINUATION SHEET Six

ITEM NUMBER 9 PAGE 3

Robinson, Jenny, "40 Years in the Business Made Him a Cool Guy" Today,  
Cocoa, Florida: July 25, 1977.

Schmid, William A., Letter to R.H. Fite, V.P. & General Manager, Florida  
Power & Light Company, City Ice & Fuel Company, Chicago, Illinois: October 1, 1951.

White, J.F., Study of Ice Plants Leased to City Ice & Fuel Company, Florida  
Power & Light Company, Miami, Florida: September 1952.

FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
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**NATIONAL REGISTER OF HISTORIC PLACES  
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DATE ENTERED

CONTINUATION SHEET Seven

ITEM NUMBER 10 PAGE 1

The East 193.34 feet of South 50.84 feet of Lot 1 and East 193.34 feet of North 20 feet of Lot 2 of PAINE HARRINGTON'S ADDITION TO MELBOURNE as recorded in Plat Book 1, Page 56, Public Records of Brevard County, Florida, LESS that parcel deeded to the State of Florida for road purposes by indenture dated 4/15/41, but including reversionary rights of Florida Power & Light Company provided for in said indenture.

NR Listed 4/8/93

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative information on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Marion S. Whaley Citrus Packing House Cocoa Quad 22KK

other names/site number Sullivan Brothers Victory Groves Citrus Packing House

2. Location

street & number 2275 U.S. Highway 1 n/a ☐ not for publication

city or town Rockledge n/a ☐ vicinity

state Florida code FL county Brevard code FL009 zip code 32956

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Suzanne P. Walker / Deputy SHPO 3/4/93  
Signature of certifying official/Title Date

Florida Division of Historic Resources, Bureau of Historic Preservation  
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

- ☐ entered in the National Register.  
☐ See continuation sheet.
- ☐ determined eligible for the National Register  
☐ See continuation sheet.
- ☐ determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other, (explain:) \_\_\_\_\_

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Whaley Citrus Packing House  
Name of Property

Brevard Co., Fl.  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- ☒ private  
☐ public-local  
☐ public-State  
☐ public-Federal

**Category of Property**  
(Check only one box)

- ☒ building(s)  
☐ district  
☐ site  
☐ structure  
☐ object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>1</u>	<u>1</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>1</u>	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

n/a

**Number of contributing resources previously listed  
in the National Register**

n/a

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

AGRICULTURAL/processing

**Current Functions**  
(Enter categories from instructions)

AGRICULTURAL/processing

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

OTHER/frame vernacular

**Materials**  
(Enter categories from instructions)

foundation concrete piers

walls Wood

roof Metal

other \_\_\_\_\_

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Whaley Citrus Packing House  
Rockledge, Brevard Co., Fl.

Section number 7 Page 1

### SUMMARY:

The Marion S. Whaley Citrus Packing House is a complex consisting of a contributing, one and one-half story wood frame packing house and of a small non-contributing, one story office building. The contributing building has an irregular plan and consists of a number of intersecting units. The roof has both gable and shed segments and is clad with corrugated sheet metal.

### SETTING:

The complex is located on a polygonal-shaped, one acre parcel of commercially-zoned land between the Florida East Coast Railway tracks and U.S. Highway 1 in Rockledge, Florida. A parking area for customers is located in front of the building and truck loading and unloading areas are located at the rear of the building.

### EXTERIOR:

The Whaley Citrus Packing House is a wood frame vernacular industrial building constructed of heart of pine lumber known locally as "Merritt Island mahogany." The main block of the structure is rectangular in shape and features a moderately pitched side gable roof with exposed rafter ends (photo 1). A shed roof platform extends along the main (east) facade of the building. The metal roof is supported by wood posts with Y-brackets. The first floor is pierced by three large bay openings. The second floor is fenestrated with 1/1 metal pivot windows. Clapboard covers the exterior of the building.

The rear (west) elevation of the main block features a shed roof extension from the main gable roof (photo 2). This, in turn, connects to a rectangular, one-story corrugated sheet metal shed which was constructed in 1960 (photos 3 and 4). The shed has a metal gable roof. It sits on a concrete block pier foundation and has several large loading bay openings.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Whaley Citrus Packing House  
Rockledge, Brevard Co., Fl.

Section number 7 Page 2

Connected to the south end of the main block is a one-story, cross-gable roof extension (photo 5). This roof is also clad with sheet metal. This portion of the building has clapboard wall fabric. A hip roof porch extends across the north portion of the east facade of this portion of the building. The porch was glassed-in in 1960. Fenestration is provided by the use of 6/6 sash windows, placed singularly or in groups of three. A rectangular shed roof extension projects at the rear of this portion of the building and is connected also to the main block (photo 2).

The north end of the main building block has a one-story extension with a side gable, metal roof on two levels. A shed roof extension on the main (east) facade connects with the covered platform of the main block (photo 1). This extension, in turn, is connected on the north to a rectangular concrete block storage addition with a flat roof (photo 6). This concrete block addition was constructed in 1972. An open bay between the concrete block walls and the shed roof extension is used as a truck entrance.

**INTERIOR:**

The various segments of the building serve specific functions. The gable roof extension at the south end is used as a gift shop (photo 12). An office is to the rear of this extension. A loading bay to the rear of the office is used to market wholesale fruit (photos 2 and 7). The main block is used to sort, grade and pack fruit. It is connected by a conveyor to a two-story crib at the rear of the building (photo 8). The rear extension of the main block is used for storage, while the north extension is also used for storage and has a truck bay.

The center of activity of the packing house is the main block. The interior walls of this portion of the building are unfinished with exposed studs and ceiling rafters. The flooring is unfinished pine. The sorting, grading and packing of fruit takes place in this portion of the complex. Fruit is transported from area groves by truck to the packing plant, where it is unloaded and stored in large crates. From there, the fruit is loaded onto a conveyor

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United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Whaley Citrus Packing House  
Rockledge, Brevard Co., Fl.

Section number 7 Page 3

(photo 8), which leads to a stripping machine that eliminates all extraneous branches and other foreign matter. The fruit then travels through a series of machines where it is washed, dried, buffed and waxed (photo 9). Next it goes through a separation process (photo 10). Here workers cull rotten fruit and sort the remaining into two categories: Number 1 grade, which is sold loose at a higher price in the gift shop or transported for sale at supermarkets, and Number 2 grade, which is sold at a lesser price to juice plants, canneries, and food chains. After separation the fruit is stamped and sized according to industry specifications. Finally it is boxed in cardboard cartons for shipment (photo 11). Much of the machinery used in this process is original.

**ALTERATIONS AND ADDITIONS:**

A number of additions have been made to the original structure as the packing plant has expanded over time, primarily in the World War II era. These include the extensions on both the north and south elevations. Later additions consist of the sheet metal shed at the rear of the complex (constructed in 1960) and the concrete block storage addition at the north end of the complex (constructed in 1972). The sheet metal shed is not visible from the front of the property. The concrete block addition is clearly separated from the historic portion of the building by a truck bay. Alterations include the replacement of double-hung sash windows on the main facade and the addition of glass windows to the porch of the display area of the south extension.

A non-contributing building is located northwest of the packing house, set at a forty-five degree angle to U.S. Highway 1 (photo 13). This was constructed as an office in the late 1930s and has undergone major alterations, including the enclosure of the front porch, aluminum siding, and an addition to the north side of the building. It has a front-facing gable roof. Fenestration consists of double-hung sash windows with 3/1 and 1/1 lights.

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Whaley Citrus Packing House  
Name of Property

Brevard Co., Fl.  
County and State

### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

#### Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

#### Areas of Significance

(Enter categories from instructions)

INDUSTRY

ARCHITECTURE

#### Period of Significance

1930-1941

#### Significant Dates

1930

#### Significant Person

(Complete if Criterion B is marked above)

n/a

#### Cultural Affiliation

n/a

#### Architect/Builder

n/a

#### Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

### 9. Major Bibliographical References

#### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

#### Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # \_\_\_\_\_
- ☐ recorded by Historic American Engineering Record # \_\_\_\_\_

#### Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository: \_\_\_\_\_

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United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 1

Whaley Citrus Packing House  
Rockledge, Brevard Co., Fl.

**SUMMARY:**

The Marion Whaley Citrus Packing House is significant under National Register criteria A and C at the local level in the areas of Industry and Architecture. It is the oldest continually operating citrus packing plant in the Indian River region and has important associations to the growth of the citrus industry in the area around Cocoa, Rockledge, and Titusville during the 1930s and 1940s.

The Whaley Packing House is a rare example of vernacular packing house architecture in Florida. Its utilitarian, simple, yet logical design is characteristic of a once prevalent Florida industrial building. Before World War II there was relatively little heavy industry in the state. Florida's economy was primarily based on the tourism, citrus, lumber, fishing, cattle, and mining industries. None of those industries required substantial buildings like those constructed in the northeastern states. Many of the buildings constructed to house Florida's early commercial base have been razed in favor of new development.

**HISTORIC CONTEXT:**

The Indian River region of the Florida east coast is internationally known for its citrus products. The history of the citrus industry there dates to before the Civil War, when Douglas Dummett arrived and planted the region's first orange grove. Dummett later acquired property on the Indian River, across from present-day Titusville. The warmer climate and rich soil of the Indian River area proved to be exceptionally well suited to orange cultivation. Dummett continually expanded his orange groves and also contributed to the area's citrus development by selling budwood to other local growers.

Citrus cultivation in Rockledge, approximately twenty miles south of Titusville began shortly after the Civil War when the first settlers moved into the area. In 1889 local growers helped to form the Florida Fruit Growers Association, which set prices and standards for orange shipments and promoted better citrus agricultural practices. Shipping to northern markets was greatly facilitated when steamboats and railroads reached the area in the 1880s and 1890s. The Indian River orange became famous nationwide and brought from fifty

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